

BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

FOR THE

TWO FISCAL YEARS COMMENCING JULY 1, 1900, AND ENDING
JUNE 30, 1902.



SACRAMENTO:

W. W. SHANNON, : : : SUPERINTENDENT STATE PRINTING.
1903.

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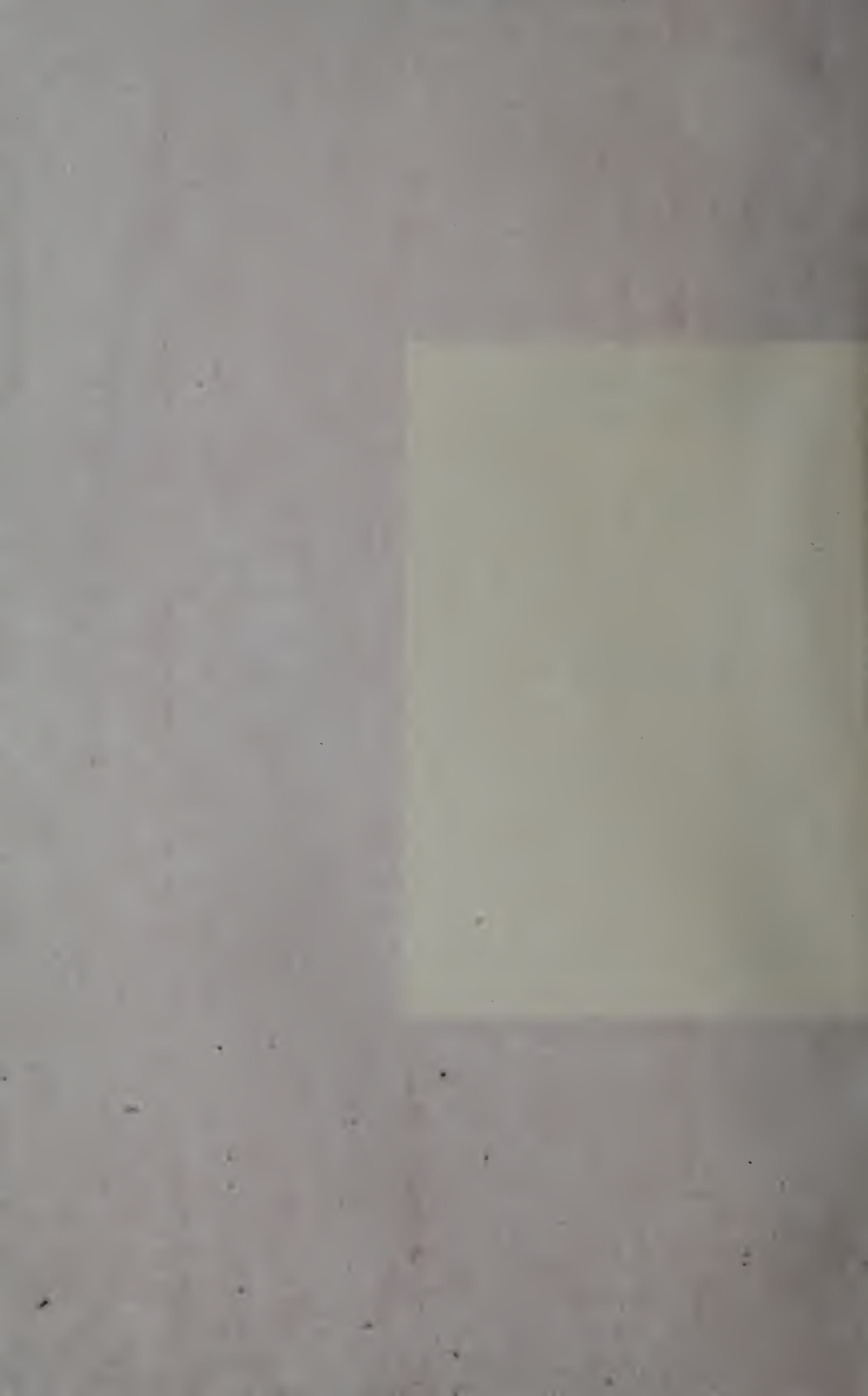
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BOARD OF STATE HARBOR COMMISSIONERS.

PARIS KILBURN, <i>President</i> ,	-	-	-	-	Commissioner.
JOHN C. KIRKPATRICK,	-	-	-	-	Commissioner.
J. D. MACKENZIE,	-	-	-	-	Commissioner.

WM. D. ENGLISH,	-	-	-	-	-	-	Secretary.
JAMES BYRNE, JR.,	-	-	-	-	-	-	Assistant Secretary.
LOTT D. NORTON,	-	-	-	-	-	-	Chief Engineer.
JAMES H. BUDD,	-	-	-	-	-	-	Attorney.

OFFICE:

Union Depot and Ferry House, San Francisco.

BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS.

SAN FRANCISCO, CAL., September 1, 1902.

HON. HENRY T. GAGE, *Governor of California, Sacramento, Cal.:*

SIR: As required by law, the Board of State Harbor Commissioners for the harbor and port of San Francisco respectfully submits the following report for the two (2) fiscal years commencing July 1, 1900, and ending June 30, 1902, embracing in detail all financial transactions of this department, and work done during the period named, together with such recommendations as the observation and experience of the individual members comprising the Board may deem expedient for the betterment of the commercial facilities of this port.

Statements of receipts and disbursements and other subjects are classified under exhibits, as follows:

Exhibit A—Summary of receipts and disbursements during the last two (2) fiscal years; showing also amounts remitted to State Treasurer.

Exhibit B—Statement showing the condition of the San Francisco Harbor Improvement Fund, June 30, 1902.

Exhibit C—Statement showing the condition of the San Francisco Depot Sinking Fund, June 30, 1902.

Exhibit D—Comparative statement of receipts and disbursements from the organization of the Commission on November 4, 1863, up to June 30, 1902.

Exhibit E—Statement of receipts and disbursements for the two (2) fiscal years ending June 30, 1902; showing whence the revenue was derived and the purposes for which expended.

Exhibit F—Itemized statement of Harbor Improvement Fund for the two (2) fiscal years ending June 30, 1902; showing monthly remittances to the State Treasurer and payments made by drafts on State Controller.

Exhibit G—Balance sheet from the organization of the Commission, November 4, 1863, to June 30, 1902.

Exhibit H—Construction Account No. 1, showing contracts under way at the date of the last Biennial Report, and since completed.

Exhibit I—Construction Account No. 2, showing work contracted for within the last two (2) fiscal years, and completed.

Exhibit J—Construction Account No. 3, showing work contracted for within the last two fiscal years, but not yet completed.

Exhibit K—Construction Account No. 4, seawall constructed from 1878 to 1893, showing cost of same.

Exhibit L—Construction Account No. 5, Belt Railroad, its cost and maintenance, and revenue derived therefrom.

Exhibit M—Statement showing deferred payment drafts.

Exhibit N—Statement of cost of dredging by years, since June 30, 1875.

During the past two years the remarkable activity in shipping to and from this port foreshadows the possibilities of our commercial trade in the future. Never in the history of San Francisco has the volume of trade by water been so large as during the period which this report embraces.

Our traffic with Europe, Asia, South America, the Hawaiian and Philippine Islands, as well as with the principal seaports of the Atlantic coast, reached such a stage of activity that it was a matter of much concern whether we could afford sufficient port facilities to accommodate the largely increased traffic.

Every effort was made by this Board to provide all necessary facilities, and we are pleased to say, and the commercial community will concur in the statement, that every convenience and accommodation were afforded.

To provide the necessary accommodations for this remarkably increased trade, extensive improvements had to be made, a full account of which will be found under the head of Exhibits "H," "I," and "J."

NEW WHARVES.

Under date of November 28, 1900, contracts were awarded for the construction of four (4) new piers, to be known as:

Pier 19—Union Street Wharf No. 2;

Pier 21—Filbert Street Wharf;

Pier 23—Greenwich Street Wharf No. 1;

Pier 25—Greenwich Street Wharf No. 2.

These piers are located on the north end of the water front, between Lombard and Union streets. The length of each is 600 feet, with a width of 100 feet; they are built on concrete cylinder piers, measuring

four (4) feet in diameter, and in all other respects are of the most modern style of construction. They are as permanent as modern wharf engineering skill can make them.

Their location is admirably adapted for sea-going vessels, inasmuch as a number of warehouses are in close proximity, which is a great advantage in the handling of cargo in any port. A modern shed has been constructed on Pier 19, and the Board contemplates the erection of similar sheds over each of the other three piers.

NEW CAR FERRY SLIPS.

On November 8, 1900, the Board entered into a contract for the construction of two (2) new car ferry slips, just north of Lombard Street Pier. These ferry slips are used by the transports of the different railroad companies in the movement of cars to and from the Belt Railroad.

On the inauguration, in 1892, of the Belt Railroad, two (2) slips were built just south of Lombard Street Wharf, and aside from the fact that these two (2) old slips had become dilapidated by long service and had to be rebuilt, a different location for the new slips was made necessary in order that sufficient room could be secured for the extension of the four (4) new piers already referred to. At the head of each of these slips have been erected immense drop aprons, which are lowered and elevated by hydraulic power. Freight cars are moved over these aprons to and from the different transport steamers, and in view of the great weight passing over the aprons, the utmost care has been exercised as to their sustaining strength and mechanism.

LENGTHENING OF WHARVES.

Since the last biennial report of this Board, on the application made by your Excellency to the United States War Department, Washington, D. C., a new pierhead line has been established by the Federal Government, which enables this Board to build wharves now out to a distance of eight hundred (800) feet instead of six hundred (600) feet as formerly. This authority to extend our wharves is a very important concession, as it makes it possible to provide additional wharf facilities in the most central and convenient locations on the city front.

The constantly increasing number of river steamers plying between San Francisco and points on the Sacramento and San Joaquin rivers and other tributaries of the Bay of San Francisco, made it necessary for the board to provide additional accommodations for this class of shipping. As river steamers transport to tide water fruit and perishable products, requiring quick delivery at point of destination, the additional accommodation, required by the increased traffic to and from points on the inland waters of the State for the convenience and economy of farmer and merchant, had to be provided at points adjacent to the

wholesale business center of the city. Therefore, in view of the extension of the pierhead line, the Board awarded contracts for the lengthening of Washington Street Wharf and Mission Street Wharf No. 1, by two hundred (200) feet each. This work has been completed and the added wharf room on each dock has been covered over by modern sheds connected with those covering the wharves before being lengthened.

The lengthening of these two central wharves has provided eight hundred (800) lineal feet of berth room for river steamers, and has added thirty-two thousand (32,000) square feet of wharf space for handling their freight.

REBUILDING OF STEUART STREET WHARF.

Carrying out the policy of providing additional wharf room, in the most central portions of the city front, to meet the requirements of the commercial traffic by ocean-going vessels, a contract was entered into September 20, 1900, for the lengthening of Steuart Street Wharf (Pier No. 20) by three hundred (300) feet, and virtually rebuilding the old portion of the wharf. This work was completed in June, 1901, at a cost of \$46,700.96.

IMPROVEMENT AT HARRISON STREET WHARF.

The demand for more covered wharves has been such that the Commission, on August 29, 1900, contracted for the construction of a shed over Harrison Street Wharf (Pier No. 16), which, together with new piling required, was completed at a cost of \$9,433.19.

BERRY STREET WHARF.

This wharf has long been used for vessels in discharging immense cargoes of lumber. The wharf has been thoroughly overhauled and repaired, at a cost of \$9,625.75.

BROADWAY WHARF No. 1 (PIER No. 9).

On January 15, 1902, a contract was awarded for the construction of a new wharf to replace old Broadway Wharf No. 1 (Pier No. 9). This pier was one of the oldest in the harbor. The new dock will be eight hundred and twenty (820) feet in length and one hundred and twenty-four (124) feet in width. It will be built on cylindrical piers of concrete three feet in diameter, and in all other respects its construction will be along the lines adopted in other work of improvement carried out by the Board. The cost of this work, not including wharf shed, will be \$84,770.

BELT RAILROAD.

The great increase in the business of the Belt Railroad, as shown in Exhibit "L" of this report, proves that the north end of our water front is becoming more and more a business center.

Coming in and passing out on cars moved over the road during the last two fiscal years, the aggregate freight tonnage was 816,020 tons. For the two fiscal years ending June 30, 1900, the aggregate freight tonnage was 631,580 tons. The excess in favor of the two fiscal years embracing the period covered by this report is, therefore, 184,440 tons. This increased volume is convincing proof that the advantages of our Belt Railroad are appreciated by our mercantile community. The increased business of the Southern Pacific Company and the Santa Fé System on the Belt Railroad, both of which companies have terminals on the south end, show that the short cartage haul from the Belt Railroad to the business center must be a source of economy for our merchants. Another advantage is the substantial and permanent roadways on the north end, made possible by the construction of the seawall, which makes the haul much easier than on the south end, where the seawall does not extend.

Recognizing the importance of the Belt Railroad system as an important commercial factor, the Board has during the past two years made many improvements in that department. Additional yard room has been set aside wherever possible, and a number of warehouses and manufacturing are now connected with the main line by spurs, so that cars of freight shipped in and out can be handled with economy and dispatch. The increased business of the road made it incumbent on the Board to purchase an additional locomotive, at a cost of \$9,000.

SLIPS FOR FLOATING DRY DOCKS.

A contract was let June 4, 1902, for the construction of slips for floating dry docks in Central Basin, at a cost of \$79,206. The work is being rapidly pushed to completion.

DREDGING.

To maintain sufficient water for heavy-draught vessels in the approaches to our wharves, and in the channels between and alongside thereto, required the constant operation of the two dredgers belonging to the State. During the past two years, to keep pace with dredging requirements, the Board was obliged to have considerable work done by contract. A new modern and up-to-date dredger has already been contracted for and will be in operation by the first of the year, and will greatly assist us in solving the dredging problem. During the last two years the two State dredgers removed 1,605,200 cubic yards, at a cost of $6\frac{5}{10}$ cents per cubic yard.

CHINA BASIN LEASE.

The lease to the San Francisco & San Joaquin Valley Railway Company, made by the Board in 1895, having been rescinded, a new lease with said company was executed on November 21, 1900, and approved by the State Legislature, March 23, 1901.

The premises leased consist of about thirty-five acres in China Basin, and the following excerpt from the lease itself is explanatory of its purport:

Whereas, in the opinion of the party of the first part, the interests of commerce permit and require that any or all parts of the premises herein described should be utilized and employed for such terminal facilities, which are hereby defined to be the filling in or piling of the said premises or any part thereof up to the inner line of the seawall and thoroughfare as established by law, and the building of a retaining wall along the water front under the direction of the party of the first part, and the placing upon said demised premises of tracks, depots, warehouses, freight sheds, and all other structures necessary or convenient for the proper operating of said railway and the receiving and discharging of both freight and passengers, including the usual adjuncts of railway waiting and freight stations.

The lease runs for a period of fifty (50) years, at a yearly rental of \$1,000. On the expiration of the lease, the property with all improvements reverts to the State. The following letter shows the extent of the work already done in China Basin :

ENGINEER'S OFFICE, CORNER SPEAR AND HARRISON STREETS,
SAN FRANCISCO, CAL., August 7, 1902.

MR. LOTT D. NORTON, *Chief Engineer, Board of State Harbor Commissioners, San Francisco, Cal.:*

SIR: The work of reclaiming China Basin was commenced in May, 1901.

Seawall.—The first steps that were taken were the hiring of dredgers to dredge out a channel or trench in which the seawall was to be placed. This channel or trench was dredged out along the center of the 200-foot thoroughfare from El Dorado Street on the south to Channel Street on the north. The cross-section of the trench, as nearly as can be determined, is shown in the inclosed blue print. The channel or trench, of course, varies in depth according to locality, but taking a general average along the whole line, the dimensions are as follows: Depth below city base, 40 to 50 feet; width on base, 60 feet, with slopes of 2 to 1 to seaward and 4 to 1 on the land side. The mud that was taken from this trench was deposited on the land side, and up to the present date, the approximate amount of mud dredged is about 570,000 cubic yards. As fast as this trench was dredged, rock was placed in the same for core of the seawall. This core is shown on the blue print attached, together with the probable settlement below the part dredged. Up to date there has been placed about 330,000 tons of rock, or an average of 200 cubic yards of rock per lineal foot of seawall. The rock that has been used is an igneous or basalt rock, and has been brought from the quarries at El Campo and San Bruno. The size of the rock was from 4 inches cubed up to 2 feet cubed. It is proposed to place on the outside of this wall heavy rip-rap to protect it from wave action, using rock not less than 2 feet cubed. The slopes of the finished seawall will be, as near as practicable, $1\frac{1}{2}$ to 1 to seaward and 2 to 1 on the landward side.

Filling China Basin.—The filling of China Basin proper, that is, the area leased by the State, has not yet really commenced, as most all of the material that has been dumped so far has been along the Fourth Street line and to the south of the same as far as El Dorado Street, covering the property purchased by this company. At present trestles are being run to the north of Fourth Street, in China Basin proper, and during

the past month a small amount of material has been dumped from them. Up to date, there has been dumped about 350,000 cubic yards of filling material. This filling material has been taken from the Potrero hills.

The ferry slip at the foot of Fourth Street was completed and accepted by the Board of State Harbor Commissioners on July 1, 1902. Since that time, the San Francisco & San Joaquin Valley Railway Company has received some few cars of freight at that point. Any further information you may need, I will be most happy to furnish you.

(Signed :) W. D. NICHOLSON,
Assistant Engineer.

OTHER IMPROVEMENTS.

The work done, as outlined in the foregoing, while in itself large in extent and costly in expenditure, does not constitute all the improvements made. Special reference is made thereto for the reason that the work referred to constitutes the principal operations of the Board during the past two fiscal years. When it is taken into consideration that our wharf structures embrace over seven miles in lineal measurement, the older portions of which are built on unpreserved and unprotected piling, the life of which is, at best, short, an idea of the magnitude of the necessary repairs on this vast stretch of territory is suggested, especially when these repairs are made as far as possible in a more permanent manner. Aside from the shore repairs that constantly demand attention, the long stretch of wooden bulkheads, wharf roadways, and piling, together with the approaches to different wharves, is a matter of the greatest importance.

EXTENSION OF SEAWALL.

With the above-mentioned new piers constructed and those still under construction, together with improvements made, the accommodations would be ample for some time to come were it not that most of the present old, unpreserved structures have to be entirely removed and rebuilt in the near future. Under these conditions, attention should now be given to the extension of the seawall south from its present terminus near Mission Street. The building of a seawall as far south as Channel Street would be of incalculable benefit to commerce, inasmuch as it would do away with the long stretch of wooden bulkheads and roadways, over which the immense traffic has to pass, on that portion of our water front where the seawall does not extend. The expense entailed in keeping these wooden bulkheads and roadways in good condition and repair is very large. Were the seawall extended, this great expense for repairs would cease. Again, the extension of the seawall as far as Channel Street would bring the State into the possession of twenty-four (24) fifty-vara lots, and in addition thereto, re-alignment of the water front on the south end would make room for seven additional piers.

In view of the activity of our wide-awake competitors of the North, it behooves us to be alive to the situation and to the consequences that may follow our failure to provide, in advance, accommodations of the most

modern and improved character. The seawall must be extended sooner or later. Until it is, no permanent improvements of any consequence can be made on the south end. Therefore, we earnestly trust that the Legislature, at its next session, commencing in January, 1903, will take up this subject and authorize the issuance of two million (\$2,000,000) dollars in bonds, so as to proceed with this necessary work.

There is now on our water front 9,203 feet of seawall, commencing at the foot of Taylor Street, running thence in a southeasterly and southerly direction to a point 208 feet south of the ferry depot.

From its present terminus to Channel Street the distance is about 6,000 lineal feet. The approximate cost of building the seawall would be about \$150 per lineal foot, or \$900,000 in the aggregate for the seawall proper, and to this amount must be added the additional cost of renewing wharves now projecting inside of the seawall line. In the matter of a bond issue, we would recommend that a bond commission be created, to consist of the Governor, State Treasurer, and Attorney-General, and said commission be authorized to issue and sell bonds to an amount not exceeding \$2,000,000, and in such installments as the Board of State Harbor Commissioners may deem necessary.

When the Board of State Harbor Commissioners determine to build a section of the seawall, the bond commission could sell bonds in a sufficient amount to defray the expenses thereof. In other words, instead of selling all the bonds at one time, they should be sold only to obtain money to pay for work actually contracted for, and thus avoid paying interest on money not required. The bonds should run for thirty years, and the principal and interest should be paid from the revenue of the water front, the same as the ferry depot bonds.

The following excerpt from the report of the Chief Engineer of the Board in 1898 is explanatory of seawall construction:

"The seawall and thoroughfare, of which there has been constructed some 9,600 feet, is as follows: It consists of, first, a wall of loose, broken stone 100 feet wide at a point 20 feet below low tide, sloping upward from that point on the natural slope assumed under water until it reaches city base on the inner side and to low-water mark on the outer or water side, this fixed point of 20 feet below low water being where the outer line of the water front intersects the slope of the embankment. From low-water mark on the outside, a layer of large rock 4 feet in thickness is hand-laid on a slope of 4 to 1 shorewards. This slope continues inshore for 36 feet, ending at a point 54 feet from the water-front line. At this point a dry wall is built of large broken rock about 8 feet at the bottom and 5 feet in height, battering slightly in-board. Before filling in this above-described embankment of loose rock, a trench is dredged along the line of same in the soft mud to a depth varying from 20 to 35 feet at low water (according to the density and character

of mud). It has a width of from 20 to 30 feet on the bottom to receive the toe of slope. The rock used on the outer slope of the above-described loose rock embankment, below the line of low water for a thickness of 10 feet, are specified to be in weight of not less than 400 pounds each. The wall thus described is protected on its outer side by a wharf 60 feet in width, built in the usual manner, with piles 10 feet from centers each way; the outer line of this wharf is on the water-front line. The portion of the street and thoroughfare behind the embankment above described (said street being 200 feet in width) is filled to the official grade or city base with sand and broken rock, or dry earth, or any suitable material except mud. The surface, when sufficiently settled, is either macadamized or paved."

The report of James H. Budd, Attorney of the Board, will be found under the head of Exhibit "O."

Respectfully submitted.

PARIS KILBURN,

President.

JOHN C. KIRKPATRICK,

Commissioner.

J. D. MACKENZIE,

Commissioner.

EXHIBIT A. SUMMARY OF RECEIPTS AND DISBURSEMENTS.

Receipts.	1900-1901.	1901-1902.	Total.	Disbursements.	1900-1901.	1901-1902.	Total.
From dockage.....	\$195,977 70	\$192,924 40	\$388,902 10	Salaries of Commissioners, Secretaries, Engineers, Draughtsmen, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office.....	\$75,274 10	\$83,103 75	\$158,377 85
From tolls.....	252,441 57	244,533 96	496,975 53	Construction, including building of new wharves, slips, sheds, sewers, and roadways; maintenance and repairs of water-front streets, old wharves, buildings, and roadway.....	460,741 42	460,548 25	921,289 67
From rents of wharves, seawall lots, special dock privileges—including re-surfing of berths, ferry slips, Belt Railroad freight sheds, and offices.....	2,251 35	3,775 73	6,027 08	Wharf cleaning.....	21,203 64	24,300 26	45,503 90
From sale old material (urgent repairs).....	3,400 59	3,794 95	7,195 54	Dredging.....	46,166 24	59,494 87	105,661 11
From Fishermen's Wharf (exclusive of rents).....	3,576 25	3,759 75	7,280 00	General expenses, including the following:.....			
From miscellaneous, damage to property, etc.....	263 40	2,531 81	2,795 21	Light and power.....			\$17,557 92
From Belt Railroad (switching).....	27,477 00	38,992 53	66,469 53	Legal expenses.....			2,752 80
From sale old material (Dredgers Nos. 1 and 2, and tugs).....	20 31	92 51	112 82	Premium of insurance.....			11,088 75
From dredging.....	300 00	3,006 56	3,306 56	Telephone service.....			3,088 95
From Belt Railroad construction.....	1,885 90	2,824 35	4,710 25	Furniture for various offices.....			1,557 17
From lighting (Postoffice station "D," and miscellaneous).....	3,183 71	26 63	3,210 34	Watchman and supplies for the tug "Gov. Perkins".....			1,123 44
From discount account.....				Lighting for account of Post-office and ferry slips.....			5,615 74
Total receipts.....	\$772,989 03	\$825,191 43	\$1,598,180 46	Revenue refunded.....			1,360 56
Amount drawn from San Francisco Harbor Improvement Fund.....	689,443 51	702,938 69	1,392,382 20	Books, stationery, and printing.....			2,884 03
				Messenger and Janitor.....			1,725 00
				Advertising, exchange, delivery, marine reports, water, care of clocks, fuel, auditing, etc.....			9,670 32
				Belt Railroad, construction and maintenance.....	28,198 79	30,225 89	58,424 68
				Fire account.....	76,346 58	67,316 66	143,663 24
				Seawall lots and accounts.....	5,871 33	5,155 50	11,026 83
				Dredging (contract).....	3,060 93	3,060 93	6,121 86
				Union Ferry Depot (expense).....	1,900 50	7,691 25	9,591 75
					29,589 72	29,786 74	59,376 46
				Amount remitted to State Treasurer.....	\$748,353 25	\$757,623 17	\$1,505,976 42
					714,079 29	760,508 95	1,474,588 24
					\$1,462,432 54	\$1,528,130 12	\$2,990,562 66

EXHIBIT B.

The following shows the condition of the San Francisco Harbor Improvement Fund, June 30, 1902.

Amount in fund July 1, 1900	\$87,415 74	
Amount remitted to June 30, 1902	1,474,586 24	
Amount of drafts returned	11,623 43	
		\$1,573,625 41
Amount drawn out to June 30, 1902 (ordinary expenditures)	\$1,392,382 20	
Amount transferred to San Francisco Depot Sinking Fund	111,144 00	
Amount in fund July 1, 1902	70,099 21	
		\$1,573,625 41

EXHIBIT C.

STATEMENT OF THE SAN FRANCISCO DEPOT SINKING FUND.

1900—July 1	To amount transferred from S.F. Harbor Imp. Fund.	\$4,631 00	
Aug. 1	" " " " " "	4,631 00	
Sept. 1	" " " " " "	4,631 00	
Oct. 1	" " " " " "	4,631 00	
Nov. 1	" " " " " "	4,631 00	
Dec. 1	" " " " " "	4,631 00	
1901—Jan. 1	" " " " " "	4,631 00	
Feb. 1	" " " " " "	4,631 00	
Mar. 1	" " " " " "	4,631 00	
April 1	" " " " " "	4,631 00	
May 1	" " " " " "	4,631 00	
June 1	" " " " " "	4,631 00	
			\$55,572 00
1901—July 1	To amount transferred from S.F. Harbor Imp. Fund.	\$4,631 00	
Aug. 1	" " " " " "	4,631 00	
Sept. 1	" " " " " "	4,631 00	
Oct. 1	" " " " " "	4,631 00	
Nov. 1	" " " " " "	4,631 00	
Dec. 1	" " " " " "	4,631 00	
1902—Jan. 1	" " " " " "	4,631 00	
Feb. 1	" " " " " "	4,631 00	
Mar. 1	" " " " " "	4,631 00	
April 1	" " " " " "	4,631 00	
May 1	" " " " " "	4,631 00	
June 1	" " " " " "	4,631 00	
			55,572 00
			\$111,144 00
	Balance in Fund, June 30, 1900		412,159 00
			\$523,303 00

EXHIBIT D.

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS—1863-1902.

Fiscal Year.	Receipts.	Expenses.	Percentage per Year	Construction and Repairs.	Seawall	Dredging.	Purchase of Dredgers, Scows, and Repairs.	Constructing and Operating Belt Railroad	Miscellaneous	Remitted State Treasurer	Drawn from State Treasurer
		Salaries (Commissioners, Secretaries, Clerks, Wharfingers, Collectors), Law Fees, Fuel, Rent, Printing, Stationery, etc.		Building Sheds, Wharves, Bulkheads, etc., Ferry Foundation, and Repairs on Same		All Dredging up to 1874 was Done under Contract, Since by Commissioners					
1863-64	\$117,848 28	\$25,354 84	21.50	\$67,599 82					\$676 25	\$71,897 39	\$47,680 02
1864-65	177,393 66	32,439 10	18.28	80,875 15						132,365 23	52,334 82
1865-66	183,716 80	35,531 42	19.02	19,065 42	\$3,607 00	\$44,106 50				132,023 96	47,568 50
1866-67	336,409 36	41,233 95	11.95	88,525 78	266 50	10,300 06			330 62	268,573 45	64,345 94
1867-68	294,304 28	55,531 92	18.87	82,791 27	250,991 97	41,021 00			361 18	217,528 05	354,121 12
1868-69	287,900 53	52,130 77	18.11	38,779 83	262,323 13	32,338 00				212,532 07	310,213 27
1869-70	252,649 56	54,684 40	21.65	35,545 04	165,892 68	80,100 00				180,623 37	272,670 93
1870-71	148,917 03	37,782 65	25.37	53,693 31		35,258 00				96,097 20	73,914 13
1871-72	195,031 14	61,006 70	31.28	28,146 62		53,944 40				105,877 82	53,944 40
1872-73	190,340 47	69,858 63	36.50	78,776 28		32,293 20				91,042 89	80,640 23
1873-74	265,709 06	77,938 05	29.33	104,175 98	2,321 85	42,478 56	\$34,070 00		6,344 01	166,150 23	168,769 62
1874-75	373,541 72	68,617 14	18.37	209,540 80	1,078 25	33,835 71	3,725 00		924 99	245,369 00	189,549 17
1875-76	372,078 74	65,976 57	17.73	162,000 25		40,802 70			565 47	249,450 44	146,716 69
1876-77	448,087 25	79,208 85	17.68	284,023 05		25,252 94	15,354 45			310,909 33	266,661 37
1877-78	446,516 82	84,326 72	18.88	112,628 95	4,803 38	38,214 40	82,068 79		1,665 88	285,521 50	162,712 80
1878-79	466,430 55	97,162 63	20.83	161,560 55	107,091 87	60,454 68	3,948 84			274,370 87	241,764 39
1879-80	427,687 56	100,667 57	23.53	141,022 14	309,652 90	51,075 28	1,175 50		2,510 53	240,414 91	419,429 27
1880-81	419,437 49	102,746 75	24.49	199,972 97	383,174 96	58,462 52			4,785 32	204,782 41	527,487 44
1881-82	455,005 64	104,255 15	22.91	86,102 58	92,804 98	48,743 45			4,320 00	249,919 90	131,140 42
1882-83	436,030 54	107,883 69	24.74	179,089 82	34,949 22	51,457 50	5,247 00		28,129 37	194,860 84	165,586 90
1883-84	501,243 25	115,231 30	22.98	173,997 19	76,461 63	60,780 40			6,863 55	254,497 78	186,588 60
1884-85	500,702 10	116,194 14	23.20	248,607 11	195,706 95	52,258 80			4,933 50	259,702 01	376,700 41
1885-86	483,851 04	117,693 22	24.32	197,612 03	157,953 82	46,675 40			4,324 00	249,431 18	289,838 61

1886-87	527,890 96	128,584 90	24.35	153,529 29	53,403 50	78,046 99	-----	-----	5,742 95	245,509 83	136,926 50
1887-88	580,152 51	138,993 06	23.95	294,855 61	36,360 98	54,082 70	-----	-----	5,450 62	294,861 66	244,452 11
1888-89	619,537 54	139,552 66	20.91	231,353 84	101,586 24	62,424 96	-----	-----	10,152 33	321,605 12	247,137 61
1889-90	599,105 58	131,262 56	21.91	301,063 18	115,419 48	51,588 91	-----	-----	5,257 21	306,148 20	311,633 96
1890-91	600,821 20	115,579 39	19.23	269,542 63	65,810 20	53,230 81	-----	-----	9,600 62	319,721 19	232,991 25
1891-92	651,112 11	114,860 89	17.64	275,083 97	122,112 90	56,081 70	-----	-----	7,863 95	360,206 68	366,205 44
1892-93	629,957 55	121,882 55	19.34	319,991 36	72,025 44	54,871 48	-----	-----	5,771 81	334,575 70	320,477 89
1893-94	583,674 58	123,039 43	21.08	338,570 00	23,158 22	58,357 87	-----	-----	4,815 50	281,417 59	260,327 66
1894-95	586,618 61	137,684 55	23.47	444,366 85	55 00	48,132 14	-----	-----	4,827 05	215,278 73	326,013 26
1895-96	599,207 89	135,267 13	22.57	390,935 35	---	50,295 44	31,532 29	6,343 58	6,582 96	285,523 58	290,929 16
1896-97	562,123 05	133,138 80	23.68	319,085 55	6,658 01	55,686 31	15,189 01	11,422 27	5,938 89	256,612 21	226,419 29
1897-98	581,661 05	151,598 53	26.06	313,603 11	---	54,278 81	18,458 63	---	8,833 26	224,702 65	189,813 94
1898-99	630,455 62	170,678 51	27.07	293,660 22	---	54,102 91	25,539 38	---	10,553 75	334,820 27	258,799 42
1899-00	695,033 41	150,533 68	21.66	385,662 52	---	60,593 79	37,476 81	---	10,768 53	633,779 53	583,731 45
1900-01	772,989 03	148,669 59	19.23	460,741 42	3,060 93	48,066 74	76,346 58	---	11,467 99	714,079 29	689,443 51
1901-02	825,191 43	164,294 43	19.91	460,548 25	---	67,186 12	67,316 66	---	8,277 71	760,506 95	702,938 69
	\$17,826,334 99	\$3,909,076 81	-----	\$8,089,625 09	\$2,648,731 99	\$1,840,481 12	\$208,847 45	\$394,716 70	\$189,235 30	\$10,610,448 97	\$10,028,670 19
Drafts returned											
Balance in San Francisco Depot Sinking Fund June 30, 1900											
Amount transferred to San Francisco Depot Sinking Fund, fiscal years 1900-01 and 1901-02											
Balance in Treasury June 30, 1902											
										11,623 43	
										-----	412,159 00
										-----	111,144 00
										-----	70,089 21
										\$10,622,072 40	\$10,622,072 40

EXHIBIT E.

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1902.

RECEIPTS.	1900-1901.	1901-1902.	Total.
Fishermen's Wharf	\$4,074 25	\$4,372 75	\$8,447 00
Sections "A," "B," 1, Seawall, and Powell Street Wharf	12,070 93	13,187 74	25,258 67
Section 2, Seawall Wharf	6,044 41	4,868 10	10,912 51
Section 3, Seawall Wharf	16,111 67	13,235 79	29,347 46
Lombard Street Car Ferry Slips, Freight Depots, and Tolls	42,072 67	46,684 07	88,756 74
Section 4, Seawall Wharf	9,797 87	3,596 40	13,394 27
Filbert Street Wharf (Pier No. 21)	-----	1,719 67	1,719 67
Union Street Wharf No. 2 (Pier No. 19)	-----	106 60	106 60
Union Street Wharf No. 1 (Pier No. 17)	19,078 56	12,096 82	31,175 38
Green Street Wharf (Pier No. 15)	22,406 63	21,409 28	43,815 91
Vallejo Street Wharf (Pier No. 13)	10,398 07	11,347 48	21,745 55
Broadway Street Wharf No. 2 (Pier No. 11)	14,417 43	14,860 27	29,277 70
Broadway Street Wharf No. 1 (Pier No. 9)	19,965 50	20,098 94	40,064 44
Pacific Street Wharf (Pier No. 7)	17,722 35	16,667 45	34,389 80
Jackson Street Wharf (Pier No. 5)	16,735 44	17,810 88	34,546 32
Washington Street Wharf (Pier No. 3)	12,027 10	13,875 48	25,902 58
Clay Street Wharf (Pier No. 1)	4,882 68	5,868 06	10,750 74
Union Depot and Ferry House, Ferry Slips 1, 2, 3, 4, 5, 6, 7, 8, Tolls, and P. O. Building	109,649 34	112,499 25	222,148 59
Mission Street Wharf No. 1 (Pier No. 2)	13,954 06	16,979 30	30,933 36
Mission Street Wharf No. 2 (Pier No. 4)	29,120 40	26,132 97	55,253 37
Howard Street Wharf No. 1 (Pier No. 6)	15,135 35	17,791 79	32,927 14
Howard Street Wharf No. 2 (Pier No. 8)	12,968 95	10,564 05	23,533 00
Howard Street Wharf No. 3 (Pier No. 10)	7,515 35	12,703 19	20,218 54
Folsom Street Wharf No. 1 (Pier No. 12)	20,204 80	18,000 00	38,204 80
Folsom Street Wharf No. 2 (Pier No. 14)	23,305 85	21,845 32	45,151 17
Harrison Street Wharf (Pier No. 16)	8,188 35	10,980 27	19,168 62
Steuart Street Wharf (Pier No. 20)	8,843 55	17,113 29	25,956 84
Spear Street Wharf (Pier No. 24)	12,779 03	12,031 18	24,810 21
Main Street Car Ferry Slips and Tolls	20,844 51	23,120 16	43,964 67
Main Street Wharf (Pier No. 28)	17,936 89	14,927 95	32,864 84
Beale Street Wharf (Pier No. 32)	28,772 22	23,231 08	52,003 30
Fremont Street Wharf (Pier No. 34)	12,749 52	13,045 16	25,794 68
Pacific Mail Wharf (Pier No. 40)	26,700 00	30,000 00	56,700 00
Second Street Car Ferry Slips and Tolls	94,232 62	91,408 59	185,641 21
Third Street Wharf	6,342 89	7,622 86	13,965 75
Berry Street Wharf	8,918 00	10,753 77	19,671 77
Channel Street Wharf	5,979 85	8,542 45	14,522 30
Center Street Wharf	4,181 03	4,747 22	8,928 25
California Dry Dock	6,600 00	6,600 00	13,200 00
Sale of old material	3,400 59	3,794 95	7,195 54
China Basin	-----	2,000 00	2,000 00
Central Basin	1,667 50	1,571 00	3,238 50
Revenue from seawall lots	10,002 50	36,480 00	46,482 50
Belt Railroad, revenue	27,477 00	38,992 53	66,469 53
Belt Railroad construction	1,385 90	3,006 56	4,392 46
Tug "Gov. Perkins"	950 00	-----	950 00
Wharfage, damages, sales, etc.	263 40	2,337 27	2,600 67
U. S. Customs Department (rent and dockage)	1,620 00	1,620 00	3,240 00
Postoffice Station "D" and Ferry Slip No. 8 (lighting)	3,183 71	2,645 10	5,828 81
Sale of old material (Dredgers 1-2 and Tugs)	20 31	92 51	112 82
Dredging	300 00	-----	300 00
Pacific States Tel. & Tel. Co. (lighting tele- phone booths)	-----	179 25	179 25
Discount account	-----	26 63	26 63
Amount drawn from the San Francisco Har- bor Improvement Fund	\$772,989 03	\$825,191 43	\$1,598,180 46
Totals	689,443 51	702,938 69	1,392,382 20
Totals	\$1,462,432 54	\$1,528,130 12	\$2,990,562 66

EXHIBIT E—*Continued.*RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1902.

DISBURSEMENTS.	1900-1901.	1901-1902.	Total.
Administration account—			
Salaries of Commissioners	\$8,800 00	\$9,600 00	\$18,400 00
Salaries of Chief Engineer and Assistants ..	8,141 25	8,378 75	16,520 00
Salaries of Chief Wharfinger and Assistants ..	4,375 00	5,966 15	10,341 15
Salary of Attorney	2,200 00	2,400 00	4,600 00
Salaries of Watchmen	4,401 40	5,163 30	9,564 70
Collection of revenue—			
Salaries of Secretaries and Clerks	7,825 00	11,615 95	19,440 95
Salaries of Wharfingers	24,445 85	25,424 75	49,870 60
Salaries of Collectors	15,085 60	14,554 85	29,640 45
Expense account	21,602 13	24,412 84	46,014 97
Urgent repairs	58,909 74	64,684 48	123,594 22
Repairs (contract)	145,624 82	195,586 68	341,211 50
Pile-driving	24,893 03	14,629 61	39,522 64
Cleaning wharves, bulkhead, and streets ..	21,203 64	24,300 26	45,503 90
Wharf offices and furniture	619 13	938 04	1,557 17
Legal expenses	1,000 00	1,752 80	2,752 80
Fire account	5,871 33	5,155 50	11,026 83
Dredger No. 1	12,737 35	13,773 45	26,510 80
Dredger No. 2	14,568 60	18,091 59	32,660 19
Tug "Governor Markham"	8,804 53	15,615 98	24,420 51
Tug "Governor Irwin"	10,055 76	12,013 85	22,069 61
Construction account	231,313 83	185,647 48	416,961 31
Seawall account	2,344 98	-----	2,344 98
Dockage refunded	549 35	147 20	696 55
Tolls refunded	118 76	-----	118 76
Wharfage refunded	-----	105 00	105 00
Rent refunded	131 25	-----	131 25
Belt Railroad, construction	37,349 31	19,314 80	56,664 11
Belt Railroad, operating and maintenance ..	38,997 27	48,001 86	86,999 13
Wharfage, damages, sales, etc.	309 00	-----	309 00
Postoffice Sta. D, and Ferry Slip No. 8 (lighting)	3,091 87	2,523 87	5,615 74
Union Depot and Ferry House, Ferry Slips 1, 2, 3, 4, 5, 6, 7, 8, tolls, and P. O. building..	29,589 72	29,786 74	59,376 46
Tug "Governor Perkins"	777 30	346 14	1,123 44
Improving seawall lots	715 95	-----	715 95
Dredging	1,900 50	7,691 25	9,591 75
	\$748,353 25	\$767,623 17	\$1,515,976 42
Remitted State Treasurer, account San Francisco Harbor Improvement Fund	714,079 29	760,506 95	1,474,586 24
Totals	\$1,462,432 54	\$1,528,130 12	\$2,990,562 66

EXHIBIT F.

STATEMENT OF SAN FRANCISCO HARBOR IMPROVEMENT FUND FOR
TWO FISCAL YEARS ENDING JUNE 30, 1902.

RECEIPTS.

1900—Aug.---	To amount remitted by Commissioners for July	\$49,755 30	
Sept.---	" " " " " " Aug.	61,608 78	
Oct.---	" " " " " " Sept.	65,498 71	
Nov.---	" " " " " " Oct.	58,317 72	
Dec.---	" " " " " " Nov.	59,992 67	
1901—Jan.---	" " " " " " Dec.	62,727 41	
Feb.---	" " " " " " Jan.	56,388 86	
Mar.---	" " " " " " Feb.	55,881 83	
April---	" " " " " " Mar.	58,728 42	
May---	" " " " " " April	63,956 05	
June---	" " " " " " May	58,731 09	
July---	" " " " " " June	62,492 45	
			\$714,079 29
1901—Aug.---	" " " " " " July	\$84,874 60	
Sept.---	" " " " " " Aug.	53,893 18	
Oct.---	" " " " " " Sept.	57,850 03	
Nov.---	" " " " " " Oct.	67,548 54	
Dec.---	" " " " " " Nov.	66,829 92	
1902—Jan.---	" " " " " " Dec.	68,370 59	
Feb.---	" " " " " " Jan.	59,538 53	
Mar.---	" " " " " " Feb.	58,897 48	
April---	" " " " " " Mar.	59,526 84	
May---	" " " " " " April	62,838 65	
June---	" " " " " " May	60,680 11	
July---	" " " " " " June	59,658 48	
			760,506 95
	Total amount remitted		\$1,474,586 24
	Balance in S. F. Harbor Imp. Fund July 1, 1900		87,415 74
	Drafts returned		11,623 43
			\$1,573,625 41

DISBURSEMENTS, 1900-1901.

Date.	Order.	No.	On Account of.	Amount.
1900				
July 7	Mutual Electric Light Co.	2237	Light	\$1,363 01
7	City Street Imp. Co.	2238	Repairing Howard No. 3	5,197 32
7	Union Lumber Co.	2239	Paving	1,377 00
9	Spring Valley Water Works	2240	Water	223 35
9	Str. "Willamette" (Pac. Coast Co., agents)	2241	Rebate of dockage	15 20
10	Black Diamond Coal Mining Co.	2242	Coal	1,030 84
12	Union Lumber Co.	2243	Paving	183 25
12	Bancroft-Whitney Co.	2244	U. S. Notes	9 00
12	Baker & Hamilton	2245	Hardware	761 68
13	Dundon Bridge and Con. Co.	2246	Removing and driving piles	497 00
13	Dundon Bridge and Con. Co.	2247	Piles	756 92
13	T. J. Moynihan	2248	Repairs, Belt Railroad	9 70
13	Dunham, Carrigan & Hayden Co.	2249	Hardware	439 49
13	James Young	2250	Millwork	187 35
13	John W. Murphy	1	Keeping horse	46 00
13	C. J. Hendry's Son & Co.	2	Chandlery	249 83
13	James Mathews	3	Washing for fire house	3 50

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
July 13	C. G. Clinch & Co.	4	Paints, oils, etc.	\$7 15
13	Merchants' Exchange Association.	5	Reporting	25 00
13	Cahill & Hall Elevator Co.	6	Repairing elevator	17 60
13	S. F. & San Mateo Ry. Co.	7	Power	60 00
13	Holbrook, Merrill & Stetson	8	Hardware	10 97
13	W. T. Garratt & Co.	9	Repairs	15 60
13	Wm. Bateman	10	Stands for water coolers	37 50
13	James Byrne, Jr.	11	Petty cash bills	32 50
13	James A. McMahon	12	Repairing Clay and Washington St. bulkhead	455 52
13	Arctic Oil Works	13	Oil	47 25
13	Bender Bros.	14	Railroad ties	72 00
13	Spoiled	15	.....	.....
13	Goodyear Rubber Co.	16	Hose	14 91
14	Cal. Northwestern Ry. Co.	17	Repairs on cars	38 60
14	G. M. Josselyn & Co.	18	Chain	111 91
14	Searcy Furniture Co.	19	Chairs, etc., ...	15 00
16	F. H. McConnell	20	Care of clocks	15 00
16	City Front Stables	21	Keeping horse	20 00
17	The Guide Publishing Co.	22	Guides	10 50
17	H. S. Crocker Co.	23	Stationery	36 65
17	Flinn & Treacy	24	Basalt blocks	140 84
17	Pacific Rolling Mill Co.	25	Plates and bolts	250 00
18	Darby Laydon	26	Extra piling Car Ferry Slip, Main St.	1,465 92
19	S. F. Timber Preserving Co.	27	Piles	1,287 91
19	Dundon Bridge and Con. Co.	28	Repairing and repiling Pier No. 5 ..	2,968 60
19	G. F. Buswell	29	Frictions	25 00
19	Board of State Harbor Commissioners	30	Payrolls	10,944 35
25	Board of State Harbor Commissioners	31	Payrolls	8,740 80
26	S. E. Slade Lumber Co.	32	Lumber	5,730 55
26	Rowlands & Laughton	33	Repairs	193 79
26	Pacific Tel. & Tel. Co.	34	Telephones	139 60
26	Darby Laydon	35	Extra work, Main Street	862 61
28	James Mathews	36	Washing for fire house	3 50
30	Frank Greg	37	Sawdust	5 00
30	Mysell-Rollins Co.	38	Legal pads	8 75
31	Black Diamond Coal Mining Co.	39	Coal	965 91
Aug. 4	City Street Imp. Co.	40	Fishermen's Wharf.	2,321 62
6	Dundon Bridge and Con. Co.	41	Repairing Pier No. 5.	1,769 10
7	James A. McMahon	42	Repiling and repairing Spear Street.	2,146 56
7	James A. McMahon	43	Incline at Spear Street	840 00
8	George G. Rundle	44	Dredger poles	61 00
8	E. M. Graney	45	Shoeing horses	5 00
9	U. S. Laundry Ass'n	46	Washing	11 55
9	James A. McMahon	47	Repairs, Pier No. 27	1,188 55
9	Gray Bros.	48	Breakwater (Fishermen's Wharf) ..	1,378 48
9	Mutual Electric Light Co.	49	Lights	1,373 96
10	City Street Imp. Co.	50	Driving piles at seawall	135 00
10	H. R. Rood & Co.	51	Piles	795 76
11	James Byrne, Jr.	52	Petty cash expenses	44 00
11	City Front Stables	53	Keeping horse	20 00
13	F. B. Dallam & Co.	54	Brushes, etc.	21 89
13	Merchants' Exchange Association.	55	Reporting	25 00

EXHIBIT F—*Continued.*DISBURSEMENTS, 1900-1901—*Continued.*

Date.	Order.	No.	On Account of.	Amount.
1900				
Aug. 13	C. G. Clinch & Co.	56	Oil, paint, etc.	\$15 59
13	Payne's Bolt Works	57	Bolts	449 60
13	Bancroft-Whitney Co.	58	U. S. Notes, Vol. 7	6 50
13	Commercial Pub. Co.	59	Advertising	24 75
13	Dunham, Carrigan & Hayden Co.	60	Hardware	29 50
13	Callahan Paint Co.	61	Painting tug "Governor Irwin"	69 70
13	S. F. & San Mateo Ry Co.	62	Power	20 00
13	S. F. Dry Dock Co.	63	Docking tug "Governor Irwin"	67 60
13	John W. Murphy	64	Keeping horses	47 65
13	Columbia Machine Wks	65	Chain drum	170 00
13	J. C. Winans	66	Packing	20 79
13	H. S. Crocker Co.	67	Books, stationery, etc.	186 22
13	Arctic Oil Works	68	Oil	30 98
13	William J. Brady	69	Repairs on locomotive	9 60
13	Cunningham, Curtiss & Welch	70	Toilet paper	20 00
13	Marshutz & Cantrell	71	Sheaves for dredgers	98 50
13	Holbrook, Merrill & Stetson	72	Drip pans, etc.	8 25
13	P. F. Dundon's S. F. Iron Works	73	Tugs and dredger repairs	226 53
13	Baker & Hamilton	74	Hardware	173 28
14	Buchanan Bros.	75	Rags	4 50
14	Guide Publishing Co.	76	Guides	10 50
14	Kuss & Storz	77	Painting Postoffice	43 00
14	Charles F. Doe & Co.	78	Lumber	880 76
14	Langley & Michaels Co.	79	Disinfectant	10 78
14	Goodyear Rubber Co.	80	Hose, etc.	23 40
16	H. R. Rood & Co.	81	Piles	1,006 46
16	City Street Imp. Co.	82	Fishermen's Wharf	1,805 70
16	T. J. Moynihan	83	Repairs, tug "Governor Irwin"	608 10
16	F. H. McConnell	84	Care of clocks	15 00
16	National Bank of D. O. Mills	85	Exchange	98 95
16	Pacific Rolling Mill Co.	86	Fenders	32 00
17	J. Eugene Freeman	87	Architect fees	257 00
17	Simpson Brush and Broom Co.	88	Brooms	7 50
20	Spring Valley Water Works	89	Water	237 35
20	Board of State Harbor Commissioners	90	Payrolls	10,825 45
23	Darby Laydon	91	Piling at Main St. Wharf	165 52
23	Thomas Eagan	92	Laying tracks and switches, Belt Railroad	1,280 00
23	James A. McMahon	93	Repairs on Dolphin bet. Slips Nos. 2 and 3	2,729 45
23	James A. McMahon	94	Repairs on Dolphin bet. Slips Nos. 3 and 4	2,917 10
23	James A. McMahon	95	Repairs on Dolphin bet. Slips Nos. 4 and 5	2,439 31
23	Pacific Tel. & Tel. Co.	96	Telephones	139 70
24	City Street Imp. Co.	97	Driving piles at Fishermen's Wharf	176 00
24	S. E. Slade Lumber Co.	98	Lumber	5,225 62
25	Board of State Harbor Commissioners	99	Payrolls	8,907 70
27	City Street Imp. Co.	100	Howard No. 3, Pier No. 10	12,518 84
28	Newsom & McNeil	101	Shed on Slip bet. Piers 5 and 7 and office	1,742 00
28	H. R. Rood & Co.	102	Piles (contract)	1,005 34
28	Murray Bros.	103	Repairs, scow driver	6 00
28	S. F. Timber Preserving Co.	104	Creosoting	1,507 50
28	Williams-Diamond Co.	105	Injector check	9 00
28	Black Diamond Coal Mining Co.	106	Coal	951 75

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Aug. 29	Thos. Day Co.	107	Gas and electric fixtures, Postoffice	\$1,164 00
29	West Coast Wire and Iron Works.	108	Wire fence, N. P. C. R. R. Co.	267 60
29	Bender Bros.	109	Railroad ties.	144 00
30	Rowlands & Laughton	110	Repairs.	414 66
30	J. D. Spreckels & Bros. Co.	111	Cement.	6,242 25
30	J. D. Spreckels & Bros. Co.	112	Rebate of dockage, Str. Zealandia.	130 75
31	Julian B. Harries.	113	Experting accounts.	112 50
Sept. 5	Chas. True.	114	Services as engineer.	27 10
6	C. G. Clinch & Co.	115	Paints, oil, etc.	14 25
6	California Northwest'n Ry. Co.	116	Sign.	19 00
6	Frank Greg.	117	Sawdust.	5 00
7	Hyde Construction Co..	118	Repairing and repiling bulkhead bet. Union St. and Car Ferry slip No. 1.	1,537 50
7	T. J. Crowley.	119	Shoeing horses.	10 00
7	James Mathews.	120	Washing for fire house.	3 50
7	Mutual Electric Light Co.	121	Lights.	1,478 85
12	F. H. McConnell.	122	Care of clocks.	15 00
12	S. F. Timber Preserving Co.	123	Creosoting.	1,056 07
12	Kuss & Storz.	124	Painting Postoffice, Station "D".	43 00
13	Bay City Mfg. Co.	125	Packing.	3 65
13	Geo. G. Rundle.	126	Repairing tug "Gov. Irwin" and Dredger No. 2.	1,935 68
13	Scott & Magner.	127	Oats.	8 63
13	Vulcan Iron Works.	128	Sheave wheel.	31 50
13	C. J. Hendry's Son & Co.	129	Chandlery.	84 17
13	The Guide Publishing Co.	130	Guides.	10 50
13	James Young.	131	Millwork.	130 25
13	Merchants' Exchange Ass'n.	132	Reporting.	25 00
13	Union Lumber Co.	133	Paving Pier No. 12.	1,089 54
13	Langley & Michaels Co.	134	Disinfectant.	21 38
13	Sidney L. Plant.	135	Packing.	16 50
13	Tug "Ida W.," B. H. Tietjen, agent.	136	Towing.	30 00
13	Risdon Iron and Locomotive Works.	137	Repairing locomotive.	82 02
13	Fairbanks, Morse & Co.	138	Scales.	105 00
13	Commercial Publishing Co.	139	Advertising.	24 00
13	John W. Murphy.	140	Boarding horses, etc.	41 30
13	City Street Improvement Co.	141	Piles at Fishermen's Wharf.	220 00
13	Market Street R. R. Co.	142	Rails.	234 68
13	H. S. Crocker Co.	143	Stationery.	51 60
13	G. W. Josselyn & Co.	144	Chain.	67 40
13	Simpson Lumber Co.	145	Mast.	10 00
13	E. W. Tucker & Co.	146	Repairs on Belt Railroad.	152 66
13	W. P. Fuller & Co.	147	Asbestine.	10 75
13	Dunham, Carrigan & Hayden Co.	148	Hardware.	41 62
13	Department of State Printing.	149	Printing.	17 00
13	W. T. Garratt & Co.	150	Repairs on tugs.	88 26
13	Leonard & Ellis.	151	Oil.	36 08
13	Dundon Bridge and Construction Co.	152	Extension to Ferry Slip between Piers Nos. 5 and 7.	854 00

EXHIBIT F—*Continued.*DISBURSEMENTS, 1900-1901—*Continued.*

Date.	Order.	No.	On Account of.	Amount.
1900				
Sept. 13	F. B. Dallam & Co.	153	Cheese cloth sponges	\$5 38
13	The Painters' Supply Co.	154	Painting shed	25 00
13	Gray Bros.	155	Rock	324 94
13	Gray Bros.	156	Breakwater at Fishermen's dock	2,428 00
13	Geo. T. Wise	157	Claim for damages	300 00
14	Studebaker Bros. Mfg. Co.	158	Repairs on sprinklers	33 65
14	Tubbs Cordage Co.	159	Rope	86 06
14	Black Diamond Coal Mining Co.	160	Rebate of dockage, bk. "Germania"	40 80
14	John McClellan	161	Covering boiler, "Gov. Irwin"	15 00
14	Baker & Hamilton	162	Hardware	475 70
15	S. F. Towel Co.	163	Towel service	7 00
17	J. Metcalf	164	Lloyds' register	24 00
18	James A. McMahon	165	Delay on contract, Spear street	415 00
19	Board of State Harbor Commissioners	166	Payrolls	10,765 80
20	S. E. Slade Lumber Co.	167	Lumber	5,225 61
20	Spring Valley Water Works	168	Water	240 00
20	H. R. Rood & Co.	169	Coating piles	1,523 20
20	Frank Greg	170	Sawdust	5 00
20	Newsom & McNeil	171	Shed on Howard No. 3	2,894 85
20	National Bank of D. O. Mills & Co.	172	Exchange	98 86
21	Pacific States Tel. & Tel. Co.	173	Telephones	138 95
25	Bay City Mfg. and Rubber Co.	174	Packing	20 14
25	E. M. Graney	175	Shoeing horses	5 00
25	Bancroft-Whitney Co.	176	California Reports, etc.	8 50
26	Board of State Harbor Commissioners	177	Payrolls	8,669 15
27	S. F. Paving Co.	178	Paving in front Postoffice	1,753 25
27	Rowlands & Laughton	179	Blacksmithing	400 59
28	Wm. J. Brady	180	Repairs	8 95
28	P. F. Dundon's S. F. Iron Works	181	Repairs on tug "Gov. Markham" and Dredger No. 1	459 88
28	City Front Stables	182	Keeping horse	20 00
28	Arctic Oil Works	183	Oil	34 25
28	Michael Hodge	184	Draying	13 75
28	Goodyear Rubber Co.	185	Hose	19 77
28	C. G. Clinch & Co.	186	Paints, oils, etc.	105 96
28	Str. "Milverton," J. D. Spreckels & Bros., agts.	187	Rebate of dockage	36 00
28	G. E. Dow Pumping Engine Co.	188	Repairs on tugs	153 60
28	Balfour, Guthrie & Co.	189	Rebate of tolls	5 00
28	Main St. Iron Works	190	Repairs on tug "Gov. Irwin"	16 11
29	Tubbs Cordage Co.	191	Rope	35 36
29	W. T. Garratt & Co.	192	Repairs on Dredger No. 2	51 75
29	J. J. Moore, Str. "Flintshire"	193	Rebate of dockage	29 25
29	Cahill & Hall Elevator Co.	194	Care of elevator	8 50
29	Buchanan Bros.	195	Rags	5 00
29	Black Diamond Coal Mining Co.	196	Coal	1,131 66
29	Commercial Publishing Co.	197	Advertising	33 75
Oct. 5	Hyde Construction Co.	198	Repiling and repairing bulkhead bet. Union St. and Car Ferry Slip No. 1	2,912 40
5	S. E. Slade Lumber Co.	199	Lumber	4,318 84
6	Pacific Marine Supply Co.	200	Spar	12 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Oct. 8	James Mathews.....	201	Washing for fire house.....	\$3 50
9	Simpson Brush & Broom Co.....	202	Brooms.....	7 50
10	S. E. Slade Lumber Co.....	203	Lumber.....	5,224 48
10	Cal. Transportation Co.....	204	Rebate of dockage.....	7 00
10	Cal. Fireworks Co., Ltd.....	205	Flags.....	16 50
11	James Byrne, Jr.....	206	Petty cash expenses.....	53 15
11	Mutual Electric Light Co.....	207	Lights.....	1,612 56
11	National Bank of D. O. Mills & Co.....	208	Exchange.....	83 12
11	Spoiled.....	209	.....	.....
12	Commercial Publishing Co.....	210	Advertising.....	50 90
12	Newsom & McNeil.....	211	Shed on Howard No. 3.....	2,274 52
12	Gray Bros.....	212	Rock for breakwater.....	1,720 70
12	Gray Bros.....	213	Rock.....	35 25
13	Bay City Mfg. and Rubber Co.....	214	Packing.....	22 79
13	City Front Stables.....	215	Keeping horse.....	20 00
13	W. T. Garratt & Co.....	216	Repairs.....	88 40
13	A. Leity Co.....	217	Steel tape.....	10 35
13	James Young.....	218	Millwork.....	206 30
13	Baker & Hamilton.....	219	Hardware.....	78 14
13	G. F. Buswell.....	220	Frictions.....	25 00
13	Judson Mfg. Co.....	221	Switches.....	1,286 00
13	Guide Publishing Co.....	222	Guides.....	10 50
13	H. S. Crocker Co.....	223	Stationery.....	17 10
15	Merchants' Exchange Ass'n.....	224	Reporting.....	25 00
15	Boesch Lamp Co.....	225	Repairs on lamps, Belt Railroad.....	4 30
15	C. J. Hendry's Son & Co.....	226	Chandlery.....	13 31
15	J. W. Murphy.....	227	Keeping horse.....	46 15
15	Frank Greg.....	228	Sawdust.....	5 00
15	Arctic Oil Works.....	229	Oil.....	116 09
15	Britton & Rey.....	230	Maps.....	55 00
15	W. P. Fuller & Co.....	231	Asbestine.....	8 50
15	Harry M. Nagle.....	232	Brooms.....	8 00
15	Cal. Northwestern Ry. Co.....	233	Repairing cars.....	37 22
15	G. W. Fuller Desk Co.....	234	Office furniture, P. O., Station "D".....	349 18
16	Dunham, Carrigan & Hayden Co.....	235	Hardware.....	918 31
17	F. Lester & Co.....	236	Brake shoes, etc.....	128 50
18	H. R. Rood & Co.....	237	Piles.....	1,007 79
18	F. H. McConnell.....	238	Care of clocks.....	15 00
19	City Street Imp. Co.....	239	Repairing and repiling Howard No. 3 bulkhead.....	1,949 52
19	Pacific States Tel. & Tel. Co.....	240	Telephones.....	138 90
19	G. G. Rundie.....	241	Repairs on Dredger No. 1.....	676 01
20	West Coast Furniture Co.....	242	Case for Postoffice.....	320 00
22	Spring Valley Water Works.....	243	Water.....	252 80
22	Board of State Harbor Commissioners.....	244	Payrolls.....	10,708 50
23	L. & E. Emanuel (incorporated).....	245	Office fixtures, Postoffice building.....	945 00
25	Julian B. Harries.....	246	Experting books.....	37 50
25	Rowlands & Laughton.....	247	Repairs.....	212 79
25	S. E. Slade Lumber Co.....	248	Lumber.....	3,399 01
26	Board of State Harbor Commissioners.....	249	Payrolls.....	9,203 25

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Oct. 26	Bowers Rubber Co.	250	Hose and couplings	\$28 00
26	Bay City Mfg. and Rubber Co.	251	Packing	14 03
26	Black Diamond Coal Mining Co.	252	Coal	1,221 60
26	R. S. Chapman	253	Hose carts	360 00
26	Holbrook, Merrill & Stetson	254	Water coolers, Postoffice	7 70
26	Goodyear Rubber Co.	255	Gaskets	5 70
27	Cunningham, Curtiss & Welch	256	Toilet paper	10 00
27	Arctic Oil Works	257	Oil	15 75
27	Thomas Day Co.	258	Electric fixtures	113 00
27	Dunham, Carrigan & Hayden Co.	259	Barrow	8 33
27	Levi Strauss & Co.	260	Towels	6 25
27	Wm. Bateman	261	Bootblack stand	225 00
27	W. & J. Sloane & Co.	262	Shades and furniture	143 65
29	Buchanan Bros.	263	Brooms, polish, etc.	25 50
29	J. J. Moore & Co., Sh. "Inveramsey"	264	Rebate of dockage	31 00
29	Wm. J. Brady	265	Repairs Belt Railroad	6 55
29	P. F. Dundon's S. F. Iron Works	266	Repairs tugs and dredgers	74 02
29	M. Greenberg's Sons	267	Repairs Dredger No. 1	4 00
29	W. W. Montague & Co.	268	Cuspidors, Postoffice	9 00
29	F. B. Dallam & Co.	269	Dusters, etc.	8 88
30	Langley & Michaels Co.	270	Disinfectant	21 41
31	Bancroft-Whitney Co.	271	U. S. Reports	6 50
Nov. 7	James H. O'Brien	272	Grading seawall lot	552 22
8	James Mathews	273	Washing for fire hose	3 50
8	Hyde Construction Co.	274	Piling "Little Mail Dock"	1,256 85
8	Wm. H. Smith & Co.	275	Mast for fender	15 00
8	Newsom & McNeil	276	Shed on Howard No. 3.	4,211 63
10	City St. Imp. Co.	277	Foundation for boiler	867 10
10	Mutual Electric Light Co.	278	Lights	1,644 34
12	Harry M. Nagle	279	Brooms	8 00
12	Guide Publishing Co.	280	Guides	10 50
12	Merchants' Exchange Ass'n	281	Reporting	25 00
12	H. R. Rood & Co.	282	Preserving piles	120 00
12	H. R. Rood & Co.	283	Piles	143 14
12	City Front Stables	284	Keeping horse	20 00
12	Arctic Oil Works	285	Oil	25 10
12	Commercial Publishing Co.	286	Advertising	22 00
12	E. M. Graney	287	Shoeing horses	10 00
12	Goodyear Rubber Co.	288	Nozzles	60 00
12	Studebaker Bros. Co.	289	Repairing sprinkler	21 30
12	The Pacific Coast Co.	290	Coal	11 45
12	Bowers Rubber Co.	291	Hose	350 00
12	James Young	292	Millwork	67 70
12	Wm. B. Isaacs	293	Steel rails	1,972 99
12	Judson Mfg. Co.	294	Railroad crossing	450 00
13	Wm. J. Brady	295	Repairs	5 80
13	Vulcan Iron Works	296	Castings, etc.	190 00
13	John W. Murphy	297	Keeping horse	40 00
13	Neville & Co.	298	Cover for bootblack stand	10 00
13	Thos. B. Eagen	299	Crossing and guard-rail work	100 00
13	S. F. Timber Preserving Co.	300	Creosoting	1,945 00
15	City Street Imp. Co.	301	Paving Howard No. 3	2,267 05
15	City Street Imp. Co.	302	Paving	300 53
15	City Street Imp. Co.	303	Dolphin on "Little Main"	160 00
15	U. S. Laundry Ass'n	304	Washing	12 85
15	Spoiled	305	.....	.....

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Nov. 19	Gray Bros.	306	Breakwater	\$2,038 03
20	James Byrne, Jr.	307	Petty cash expenses	22 65
21	Board of State Harbor Commissioners	308	Payrolls	10,518 30
22	Newsom & McNeil	309	Building at Fishermen's Wharf	1,111 12
22	Commercial Publishing Co.	310	Advertising	89 00
22	Pacific States Tel. & Tel. Co.	311	Telephones	139 90
22	James H. O'Brien	312	Grading seawall lots	1,061 90
22	Spring Valley Water Co.	313	Water	257 05
23	Thos. B. Eagen	314	Laying railroad tracks	1,815 50
23	Hyde Construction Co.	315	Repiling and repairing Pier 38	1,792 48
23	Hyde Construction Co.	316	Repiling and repairing bulkhead between Union Street and Car Ferry Slip No. 1	1,483 29
23	James A. McMahon	317	Driving and fastening piles at Section "B"	1,255 00
24	Dundon Bridge and Construction Co.	318	Repairing bulkhead in front of dry-dock	480 68
24	Dundon Bridge and Construction Co.	319	Laying lumber	1,031 05
24	Dundon Bridge and Construction Co.	320	Repairs, "Little Main"	2,225 35
24	Dundon Bridge and Construction Co.	321	Repairing approach to dry-dock	1,856 74
24	Spoiled	322	.....	.....
26	Board of State Harbor Commissioners	323	Payrolls	9,452 75
27	S. E. Slade Lumber Co.	324	Lumber	3,277 95
27	Wm. B. Isaacs	325	Rails	1,397 44
28	Bay City Mfg. & Rubber Co.	326	Packing	7 15
28	Bender Bros.	327	Railroad ties	396 00
28	Columbia Machine Wks.	328	Repairs, Dredger No. 2	35 00
28	Swan, the Painter	329	Sign, Postoffice	28 00
28	E. W. Tucker & Co.	330	Repairs, Belt Railroad	146 71
28	Dundon Bridge and Construction Co.	331	Use of pile-driver	127 95
28	Pacific Pine Co.	332	Piles	204 17
28	Goodyear Rubber Co.	333	Hose	28 50
28	S. F. & San Mateo Ry Co.	334	Electric power	30 00
28	H. S. Crocker Co.	335	Stationery	65 11
28	G. F. Buswell	336	Frictions	124 00
28	Boesch Lamp Co.	337	Repairing lamps	6 50
28	Eagle Rubber Co.	338	Gaskets	7 20
28	Olsen & Cook	339	Repairs on tugboats	5 10
28	Southern Pacific Co.	340	Rent of engine	40 03
28	John English	341	Services on tug "Gov. Markham"	28 00
28	Black Diamond Coal Mining Co.	342	Coal	1,236 28
30	Atlantic, Gulf and Pacific Co.	343	Repairing dolphin bet. Slips 4 and 5	233 30
30	J. Browell	344	Chimneys	96 25
30	Arctic Oil Works	345	Oil	8 00
Dec. 6	Newsom & McNeil	346	Shed east of Postoffice building	662 00
6	J. A. Vaughan	347	Reporting proceedings China Basin	93 80
6	Gray Bros.	348	Rock for Section B, Seawall	730 86
6	Gray Bros.	349	Rock for breakwater	1,269 60
6	F. H. McConnell	350	Care of clocks	30 00
7	Western Iron Works	351	Stairs in Santa F6 waiting room	2,130 00
7	Rowlands & Laughton	352	Blacksmithing	428 54
7	James Mathews	353	Washing for fire house	3 50
10	Cunningham, Curtiss & Welch	354	Toilet paper	10 00
10	E. M. Graney	355	Shoeing horses	5 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Dec. 10	Baker & Hamilton	356	Hardware	\$630 86
10	Arctic Oil Works	357	Oil	8 00
10	The Guide Pub. Co.	358	Guides	10 50
10	F. Fontaine	359	Rope	9 50
10	Dunham, Carrigan & Hayden Co.	360	Hardware	302 38
10	John W. Murphy	361	Boarding horses	40 00
10	Spring Valley Water Works	362	Water	252 40
10	Leonard & Ellis	363	Oil	33 80
10	Frank Greg	364	Sawdust	5 00
10	W. & J. Sloane & Co.	365	Chairs for bootblack stand	86 00
10	Charles F. Doe & Co.	366	Lumber	989 15
10	Bancroft-Whitney Co.	367	U. S. Notes No. 9	6 50
11	Dundon Bridge and Construction Co.	368	Repairs at "Little Main" Str. Wh.	68 18
11	Murray Bros.	369	Repairs, pile-drivers	200 30
11	San Francisco Timber Preserving Co.	370	Creosoting	2,125 16
13	F. B. Dallam & Co.	371	Dusters, brooms, etc.	18 75
13	C. J. Hendry's Son & Co.	372	Chandlery	188 56
13	H. R. Rood & Co.	373	Piles	863 20
13	O'Brien & Sons	374	Repairing buggy	97 85
13	Mutual Electric Light Co.	375	Lights	1,620 15
13	Newsom & McNeil	376	Buildings at Fishermen's dock	1,111 13
13	Newsom & McNeil	377	Extras at Fishermen's dock	54 00
15	John Twigg & Sons	378	Two skiffs	75 00
17	The Pacific Coast Co.	379	Coal	311 30
18	San Francisco Timber Preserving Co.	380	Creosoting	4,330 74
18	P. F. Dundon's S. F. Iron Works	381	Repairs to tugs and dredgers	111 50
19	Board of State Harbor Commissioners	382	Payrolls	10,477 30
20	Merchants' Exchange Association	383	Reporting	25 00
20	H. R. Rood & Co.	384	Piles	1,886 82
20	Rowlands & Laughton	385	Repairs, dredgers	493 97
20	James Byrne, Jr.	386	Petty cash expenses	39 95
20	Pacific States Tel. & Tel. Co.	387	Telephones	153 20
21	Hyde Construction Co.	388	Repiling and repairing bulkhead between Fremont and Beale	2,873 06
21	Hyde Construction Co.	389	Repiling "Little Main Dock"	418 95
21	Dundon Bridge and Construction Co.	390	Repairing approach to dry dock	182 61
21	San Francisco Timber Preserving Co.	391	Creosoting	2,513 94
21	J. D. Spreckels & Bros. Co.	392	Cement	1,335 60
22	James Young	393	Millwork	638 25
24	Charles C. Moore & Co.	394	Steam boiler	2,571 75
27	Board of State Harbor Commissioners	395	Payrolls	9,910 50
28	T. J. Crowley	396	Shoeing Horses	10 00
28	City Front Stables	397	Keeping horse	20 00
28	H. R. Rood & Co.	398	Coating piles	720 00
28	Dunham, Carrigan & Hayden Co.	399	Hardware	23 70
28	Baker & Hamilton	400	Hardware	378 03
28	City Street Imp. Co.	401	Steuart St. wharf	4,650 35
28	City Street Imp. Co.	402	Foundation for boiler	289 03
28	Tubbs Cordage Co.	403	Rope	90 77
28	Bay City Mfg. and Rubber Co.	404	Packing	5 40

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Dec. 28	C. G. Clinch & Co.	405	Oil, etc.	\$5 25
28	Judson Mfg. Co.	406	Frogs for Belt Railroad	112 00
28	Pacific Surety Co.	407	Boiler insurance	88 75
28	Pacific Coast Steamship Co.	408	Rebate of tolls	15 30
28	Payne's Bolt Works	409	Bolts	2 84
28	Spoiled	410	.....	.....
28	Commercial Publishing Co.	411	Advertising	73 85
28	Sternfeld Leather Co.	412	Flour toilet soap	15 00
28	S. E. Slade Lumber Co.	413	Lumber	2,683 05
28	San Francisco & San Joaquin Ry. Co.	414	Rental of engine	512 50
28	H. S. Crocker Co.	415	Stationery supplies	56 87
28	Arctic Oil Works	416	Oil	30 05
28	Betts Spring Co.	417	Spring, Belt Railroad	22 50
28	Dundon Bridge and Construction Co.	418	Repairing approach to dry dock	56 45
28	Cunningham, Curtiss & Welch	419	Toilet paper	10 00
28	A. Lietz Co.	420	Repairing barometer	7 50
28	Chas. C. Moore & Co.	421	Valves	6 05
28	I. Willard Beam	422	Wire gates	63 50
28	G. M. Josselyn & Co.	423	Chain	72 20
28	Geo. W. Smith	424	Reporting	20 00
28	Holbrook, Merrill & Stetson	425	Radiators	794 20
28	W. T. Garratt & Co.	426	Repairs, tug "Gov. Irwin"	25 16
29	Hyde Construction Co.	427	Addition to Second Street slip	1,882 65
29	Hyde Construction Co.	428	Furnishing and laying lumber, Brannan Street	189 40
29	Thos. Day Co.	429	Chandeliers, etc.	174 40
29	Black Diamond Coal Mining Co.	430	Coal	1,202 13
30	Thos. B. Eagen	431	Laying track on seawall lots 5 and 6	1,325 25
31	Devoto & Pedrini	432	Railroad ties	67 32
31	H. T. Holmes Lime Co.	433	Fire clay	11 75
1901				
Jan. 7	J. E. Freeman	434	Telegraph office	50 00
7	Wm. Bateman	435	Telegraph office	500 00
7	Vermont Marble Works	436	Marble	50 97
8	De Solla-Deussing Co.	437	Covering boiler	88 00
8	National Bank of D. O. Mills & Co.	438	Transfers of coin	84 30
10	Julian B. Harries	439	Experting books	37 50
10	Spoiled	440	.....	.....
10	H. R. Rood & Co.	441	Coating piles	246 00
10	Gray Bros.	442	Rock for two breakwaters	765 09
10	Gray Bros.	443	Rock for seawall	1,311 00
10	Gray Bros.	444	Rock for repairs, foot of Powell St.	59 40
11	Mutual Electric Light Co.	445	Lights	1,839 74
12	Pacific Coast Co.	446	Coal	774 63
12	City Front Stables	447	Keeping horse	20 00
12	Williams, Dimond & Co.	448	Rebate of dockage, ship "Shenandoah"	52 40
14	C. J. Hendry's Son & Co.	449	Chandlery	112 77
14	Merchants' Exchange Association	450	Reporting	25 00
14	Bender Bros.	451	Railroad ties	312 00
16	Harry M. Nagle	452	Brooms	16 00
14	John W. Murphy	453	Keeping horses	59 30
14	Arctic Oil Works	454	Oil	8 00
14	Cal. Shipping Co.	455	Rebate of dockage, ship "Alex. Gibson"	8 80
14	M. Greenberg's Sons	456	Repairs, Dredger No. 1	6 00

EXHIBIT F—*Continued.*DISBURSEMENTS, 1900-1901—*Continued.*

Date.	Order.	No.	On Account of.	Amount.
1901				
Jan. 14	Moise-Klinkner Co.	457	House numbers	\$19 20
14	J. D. Spreckels & Bros. Co.	458	Cement	23 00
14	Marshutz & Cantrell	459	Blocks for Dredger No. 1	10 62
14	Flinn & Treacy	460	Basalt blocks, etc.	85 00
14	Swan, the Painter	461	Sign, Postoffice	117 50
14	C. Masoers	462	Doctoring horse	10 00
14	The Economy Mfg. Co.	463	Spindle for blower	9 75
14	Boesch Lamp Co.	464	Lantern globes	6 00
14	S. F. Towel Co.	465	Laundry	7 00
14	P. F. Dundon's S. F. Iron Works	466	Repairs on tugs	50 95
14	Guide Publishing Co.	467	Guides	10 50
14	Commercial Publishing Co.	468	Advertising	72 85
14	West Coast Electrical Works	469	Repairs to rheostat	10 00
14	S. P. Nelson & Co.	470	Packing, etc.	76 42
14	Holbrook, Merrill & Stetson	471	Hardware	1,403 04
14	Spoiled	472		
14	T. J. Moynihan	473	Repairs on boiler	4 00
14	Union Lumber Co.	474	Rebate of tolls	10 80
15	J. Browell	475	Chimneys in Wharfinger's office	82 00
15	E. M. Graney	476	Shoeing horses	7 50
15	F. Lester & Co.	477	Iron work on ferry slip	40 22
16	James Mathews	478	Washing for fire house	3 50
16	McCormick Bros.	479	Grate bars	22 50
17	H. R. Rood & Co.	480	Coating piles	672 00
17	Newsom & McNeil	481	Building at Fishermen's Wharf	740 75
17	H. Huddleston & Co.	482	Cuspidors	20 00
18	Rowlands & Laughton	483	Blacksmithing	349 82
18	James Byrne, Jr.	484	Petty cash expenses	21 57
21	Thomas Price & Son	485	Analysis of cement	45 00
21	G. M. Josselyn & Co.	486	Sheaves	15 00
21	Thomas Day Co.	487	Electric fixtures	214 00
21	Columbia Machine Wks. Board of State Harbor Commissioners	488	Repairs, Dredger No. 1	64 25
21	Nonpareil Cork Manu- facturing Agency	489	Payrolls	11,256 45
21	F. H. McConnell	490	Cork covering	256 29
22	F. B. Dallam	491	Care of clocks	15 00
22	Baker & Hamilton	492	Brooms and sponges	3 00
22	Arctic Oil Works	493	Dust pans, etc.	18 00
22	De Solla-Deussing Co.	494	Oil	62 12
22	Payot, Upham & Co.	495	Covering boiler, Union Depot	292 00
22	Pacific States Tel. & Tel. Co.	496	Stationery	10 13
22	Swan, the Painter	497	Telephones	137 95
22	Geo. E. Dow Pumping Engine Co.	498	Signs	49 50
22	Spring Valley Water Works	499	Repairs, "Gov. Irwin"	44 90
22	Dunham, Carrigan & Hayden Co.	500	Water	256 60
22	H. S. Crocker Co.	501	Hardware	128 77
24	J. Haskett	502	Stationery	76 18
24	L. Feldmann & Co.	503	Dredging at Fishermen's Wharf	917 67
24	S. E. Slade Lumber Co.	504	Brushes, etc.	15 75
24	Val Franz	505	Lumber	3,324 58
24	City Street Imp. Co.	506	Officers—P. O. inspectors	496 60
24		507	Driving piles at Union, Mission 1, and Howard 3	310 28
24	City Street Imp. Co.	508	Driving piles at Harrison Street	2,523 19
24	City Street Imp. Co.	509	Extra work at Harrison Street	1,791 90

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Jan. 26	Atlantic, Gulf, and Pacific Co.	510	Repairs on Ferry Slip No. 1	\$722 50
26	Board of State Harbor Commissioners	511	Payrolls	10,018 25
29	Chas. C. Moore	512	Boiler for heating	857 25
29	E. W. Tucker & Co.	513	Material, Belt Railroad	108 52
30	Black Diamond Coal Mining Co.	514	Coal	1,402 33
30	Justinian Caire Co.	515	Window guards	50 00
31	H. R. Rood & Co.	516	Piles	849 92
31	Frank Greg	517	Sawdust	5 00
31	Newsom & McNeil	518	Store house bet. Slips 5 and 6	1,247 00
Feb. 6	Hyde Construction Co.	519	Repairs, Second Street slip	627 55
6	W. A. Mitchell & Co.	520	Rebate of rent	62 50
7	U. S. Laundry Ass'n	521	Washing	12 95
7	H. R. Rood & Co.	522	Coating piles	894 40
7	Newsom & McNeil	523	Shed on Dolphin bet. Slips 6-7	98 00
7	Hyde Construction Co.	524	Repairing Berry Street	2,863 13
7	Hyde Construction Co.	525	Repairs, Second Street Slip	2,048 35
7	Hyde Construction Co.	526	Service of scow driver	75 00
7	Mutual Electric Light Co.	527	Lights	1,743 21
7	James H. O'Brien	528	Paving seawall lots	379 73
7	James Mathews	529	Washing for fire house	3 50
8	City Street Imp. Co.	530	Piles	174 58
11	T. H. McConnell	531	Care of clocks	15 00
12	Columbia Machine Wks.	532	Repairs, Dredgers 1-2	3 00
12	Spring Valley Water Works	533	Water	229 20
12	Thomas Day Co.	534	Chandeliers	71 45
12	Marshutz & Cantrell	535	Repairs, Dredger No. 2	129 45
12	The Harry Unna Co.	536	Bags	10 00
12	Main Street Iron Works	537	Repairs, tug "Gov. Irwin"	37 12
12	Guide Publishing Co.	538	Guides	10 50
12	William Wolff & Co.	539	Cement	62 50
12	Chas. C. Moore & Co.	540	Repairs to boiler	5 28
12	Cal. Artistic Metal and Wire Co.	541	Folding gates	127 60
12	Market St. Ry. Co.	542	Girder rails	164 80
12	F. Lester & Co.	543	Rail braces, etc.	335 56
12	The Crandall Pack'g Co.	544	Packing	6 45
12	Commercial Pub. Co.	545	Advertising	24 75
12	James A. McMahon	546	Repairing Broadway No. 1 and Fishermen's wharves	250 00
12	Gray Bros.	547	Fishermen's breakwater	218 18
12	Payne's Bolt Works	548	Bolts	23 87
13	J. C. Winans	549	Gasket	13 68
13	Murray Bros.	550	Repairs, pile drivers	16 50
13	Wm. J. Brady	551	Repairing locomotive, Belt Railroad	539 74
13	Geo. H. Fuller Desk Co.	552	Postoffice furniture	292 35
13	Arctic Oil Works	553	Oil	26 90
13	M. Greenberg's Sons	554	Repairs, Dredger No. 1	7 00
13	W. T. Garratt & Co.	555	Repairs	6 68
13	Cunningham, Curtiss & Welch	556	Toilet paper	10 00
13	Levi Strauss & Co.	557	Towels	9 00
13	H. S. Crocker Co.	558	Stationery	48 80
14	Gorham Rubber Co.	559	Packing	12 90
14	The Pacific Coast Co.	560	Coal	870 00
14	L. Feldmann & Co.	561	Brushes, brooms, etc.	45 15
14	S. F. & S. J. Valley Ry. Co.	562	Rental of engine	437 50
15	Industrial Home for the Adult Blind	563	Brooms	22 80
15	Merchants' Ex. Ass'n	564	Reporting	25 00
15	James Byrne, Jr.	565	Petty cash expenses	56 83

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Feb. 16	Thos. B. Eagen	566	Laying track, Belt Railroad	\$1,086 75
16	Thos. B. Eagen	567	Labor, Belt Railroad	33 00
18	Flinn & Treacy	568	Paving at Fishermen's Wharf	1,116 40
19	E. M. Graney	569	Shoeing horses	5 00
20	Str. "Iaqua," Dolbeer & Carson, agents	570	Rebate of dockage	24 75
20	Board of State Harbor Commissioners	571	Payrolls	10,717 75
20	Geo. E. Dow Pumping Engine Co.	572	Repairs, tug "Gov. Markham"	3 40
21	Rowlands & Laughton	573	Repairs, Dredgers Nos. 1 and 2	37 80
21	Joshua Hendy Machine Works	574	Repairing locomotive, Belt R. R.	1,785 01
25	John W. Murphy	575	Keeping horses	40 00
25	Garlock Packing Co.	576	Packing	3 66
26	Board of State Harbor Commissioners	577	Payrolls	9,643 90
26	Str. "Alice Blanchard," Swayne & Hoyt, agts.	578	Rebate of dockage	35 00
27	Baker & Hamilton	579	Hardware	441 15
28	Pacific States Tel. & Tel. Co.	580	Telephones	148 30
28	S. E. Slade Lumber Co.	581	Lumber	2,692 00
28	Jardine Machine Works	582	Gratings for sewer	16 75
28	San Francisco Construction Co.	583	Sewer	410 94
28	H. R. Rood & Co.	584	Preserving piles	652 80
Mar. 6	Pacific Pine Co.	585	Piles	2,163 11
7	Frank E. Smith & Co.	586	Storage battery	125 00
7	Black Diamond Coal Mining Co.	587	Coal	1,271 18
7	Vulcan Iron Works	588	Gratings, etc.	194 00
7	Str. "Iaqua," Dolbeer & Carson, agents.	589	Rebate of dockage, str. "Iaqua"	7 50
11	G. W. McNear	590	Rebate of tolls, "Manx King"	47 90
12	Sydney L. Plant	591	Gaskets	7 50
12	Thomas Day Co.	592	Deck light	6 00
12	Judson Mfg. Co.	593	Stands and castings	20 81
12	Dunham, Carrigan & Hayden Co.	594	Rings and links	10 05
12	Leonard & Ellis	595	Oil	33 80
12	Gorham Rubber Packing Co.	596	Hose and packing	26 77
12	S. F. Weeks Co.	597	Signals	17 50
12	City Front Stables	598	Boarding horse	20 00
12	J. T. Wilson	599	Floor powder and brushes	49 00
12	Western Iron Works	600	Iron beams and girders	304 12
12	Frank Greg	601	Sawdust	5 00
12	The Economy Mfg. Co.	602	Repairing fan	5 50
13	Boesch Lamp Co.	603	Headlight, etc.	41 00
13	Payne's Bolt Works	604	Bolts	161 07
13	Spoiled	605		
13	Arctic Oil Works	606	Oil	103 32
13	J. J. McKinnon	607	Rebate of tolls	7 66
13	Wm. J. Brady	608	Repairing boiler, pile-driver	6 80
13	Simpson Lumber Co.	609	Rebate of rent	31 25
14	Hyde Construction Co.	610	Repairing Lombard Street	1,177 74
14	Hyde Construction Co.	611	Use of scow driver	157 80
14	Robert Wakefield	612	Repairing bulkhead, Section 3	545 86
14	Robert Wakefield	613	Driving piles, Section 3	60 00
14	Robert Wakefield	614	Piles	28 70
14	Robert Wakefield	615	Constructing Car Ferry Slips 1-2	3,017 27
14	H. R. Rood & Co.	616	Coating piles	1,285 20
14	The Pacific Coast Co.	617	Coal	681 58
14	City Street Imp. Co.	618	Repairing Steuart Street	4,432 04
14	F. Lester & Co.	619	Rail braces	52 21

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Mar. 14	Mutual Electric Light Co.	620	Lights	\$1,562 52
14	James Mathews	621	Washing for fire house	3 50
15	L. Feldmann & Co.	622	Dusters, etc.	22 20
15	Merchants' Exchange Ass'n	623	Reporting	25 00
15	Rowlands & Laughton	624	Repairs, etc.	270 34
15	Commercial Publishing Co.	625	Advertising	53 60
15	Spring Valley Water Works	626	Water	258 35
15	S. F. Timber Preserving Co.	627	Creosoting piles	2,942 03
15	S. F. Timber Preserving Co.	628	Creosoting piles	7,882 23
15	Ralston Iron Works	629	Plates for baggage room	23 00
15	James Young	630	Millwork	110 65
15	Baker & Hamilton	631	Hardware	770 71
16	Gray Bros.	632	Breakwater, Fishermen's Wharf	561 43
16	Gray Bros.	633	Rock for breakwater	206 68
16	Gray Bros.	634	Rock	404 22
16	Arctic Oil Works	635	Oil	38 29
16	Dunham, Carrigan & Hayden Co.	636	Hardware	117 88
16	G. M. Josselyn & Co.	637	Chain, Dredger No. 2	101 55
16	H. S. Crocker Co.	638	Stationery	97 08
16	Frank Greg	639	Sawdust	5 00
16	Guide Publishing Co.	640	Guides	10 50
16	Cunningham, Curtiss & Welch	641	Toilet paper	10 00
16	Pacific Pine Co.	642	Piles	176 40
16	Bancroft-Whitney Co.	643	Law books	23 00
16	Gorham Rubber Co.	644	Packing	13 18
16	Columbia Machine W'ks	645	Repairs, Dredger No. 2	16 00
16	S. F. & San Mateo Ry. Co.	646	Fish plates	26 50
16	City Front Stables	647	Boarding horse	20 00
18	Langley & Michaels Co.	648	Disinfectant	11 88
18	Tubbs Cordage Co.	649	Rope	136 74
18	E. M. Graney	650	Shoeing horse	5 00
18	J. D. Spreckels & Bros. Co.	651	Cement	98 00
18	Geo. H. Fuller Desk Co.	652	Chairs and desk	53 55
19	S. F. & S. J. Valley Ry. Co.	653	Repairs to engine, Belt Railroad	239 02
19	W. P. Fuller & Co.	654	Cotton waste	7 25
20	Board of State Harbor Commissioners	655	Payrolls	10,487 90
21	James A. McMahon	656	Driving piles at Mission 1	320 00
21	City Street Imp. Co.	657	Pulling piles	80 00
22	Arctic Oil Works	658	Oil	8 00
22	Thomas Day Co.	659	Electric fixtures	40 50
22	Pacific States Tel. & Tel. Co.	660	Telephones	148 85
22	Pacific Electric Corporation	661	Motor	154 00
22	Newsom & McNeil	662	Freight shed on Seawall lot 5	3,071 25
22	P. F. Dundon's S. F. Iron Works	663	Repairs to tugs and dredgers	115 47
22	S. F. & S. J. Valley Ry. Co.	664	Freight on engine	806 77
22	Henry H. Gorter	665	Monitor battery on "Gov. Markham"	949 00
22	E. K. Wood Lumber Co.	666	Rebate of dockage	75 90
23	Joshua Hendy Machine Works	667	Repairs, Belt Railroad	47 68
23	Fred Miller	668	Shed on Harrison Street Wharf	4,405 12

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Mar. 23	L. Feldmann & Co.	669	Sponges, brooms, etc	\$22 50
25	Tug "Annie" (C. Fitch- north, master)	670	Towing scows	15 00
25	Board of State Harbor Commissioners	671	Payrolls	9,027 25
26	C. G. Clinch & Co.	672	Oil	14 77
26	Black Diamond Coal Mining Co.	673	Coal	1,192 40
26	Chas. C. Moore & Co.	674	Valves	18 15
26	W. S. Ray Mfg. Co.	675	Stove, etc., for Fishermen's Wharf.	11 55
26	Pacific Electric Cor- poration	676	Repairing pumps	10 00
26	Santa Fé Pacific Rail- road Co.	677	Railroad engine	7,690 80
26	Gray Bros.	678	Rock for Belt Railroad	186 00
26	W. T. Garratt & Co.	679	Repairs to tugs	14 95
27	James H. O'Brien	680	Paving East Street, etc.	1,308 94
28	Healy, Tibbitts & Co.	681	Fishermen's Wharf	2,383 00
Apr. 4	Robert Wakefield	682	Car Ferry Slips 1 and 2	3,248 06
4	Robert Wakefield	683	Constructing Pier 19, Union No. 2.	2,227 02
4	Julian B. Harries	684	Experting books	37 50
4	Wheaton & Kalloch	685	Legal expense fees, Holmes vs. Kilburn	1,000 00
5	Hannah Bros.	686	Improvements on dolphin bet. slips 4 and 5	3,636 75
5	W. & J. Sloane & Co.	687	Carpets	135 60
6	Newsom & McNeil	688	Constructing freight shed, Santa Fé Railway Co.	1,316 25
8	Albert Raymond, and Albert Raymond, as- signee of Andrew Wilkie, Jr., and the lien-holders	689	Postoffice building	7,907 50
8	Stephen Potter	690	Dictation of letters and reporting ..	25 00
8	James Byrne, Jr.	691	Petty cash expenses	52 40
8	Hyde Construction Co.	692	Repairs, Main Street	590 00
8	Hyde Construction Co.	693	Repairs, Mission No. 2	1,373 68
9	E. K. Wood Lumber Co.	694	Rebate of dockage, sch. "Letitia" ..	34 00
9	J. O'Shea	695	Cobbles for Santa Fé yards	874 35
11	Merchants' Exchange Association	696	Reporting	25 00
11	U. S. Laundry Ass'n	697	Washing	11 45
11	Val Franz	698	Fixing offices in Union Depot	219 00
11	Val Franz	699	Alteration to roundhouse	2,108 00
11	Val Franz	700	Inclosing northside Pier 10	749 00
11	F. H. McConnell	701	Care of clocks	30 00
12	Nelson & Nunan	702	Two smokestacks, Belt Railroad ..	100 00
12	James Mathews	703	Washing for fire house	3 50
12	Hannah Bros.	704	Improvements on dolphin bet. Slips 4 and 5	1,350 00
12	National Bank of D. O. Mills & Co.	705	Exchange	152 34
15	Gray Bros.	706	Constructing breakwater	3,916 39
15	Gray Bros.	707	Rock for roadway	184 53
15	James H. O'Brien	708	Paving East Street, etc.	1,203 28
18	Billor & Qualman	709	Improvements on Pier 7	1,712 00
19	J. W. Murphy	710	Keeping horses	82 00
19	P. F. Dundon's S. F. Iron Works	711	Repairs, tug "Gov. Irwin"	171 46
22	Jos. F. Forderer	712	Pipe	40 80
25	S. F. Timber Preserving Co.	713	Creosoting piles	2,627 41
25	City Street Imp. Co.	714	Constructing Pier 20	3,969 50
25	Val Franz	715	Fitting up offices, Union Depot ..	269 00
26	Newsom & McNeil	716	Shed on Pier 20	5,764 50
27	Capital Hotel (D. Lay- don)	717	Hotel expenses	34 90

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Apr. 27	Guide Publishing Co.	718	Guides	\$10 50
29	Fred Miller	719	Shed on Pier 16	777 38
30	Fred Miller	720	News stand, Santa Fé waiting room	283 00
30	H. R. Rood & Co.	721	Preserving piles, Slips 1 and 2	1,803 00
May 1	Board of State Harbor Commissioners	722	Payroll	19,600 20
4	Flinn & Treacy	723	Paving East Street, near Vallejo	3,760 62
4	City Street Imp. Co.	724	Addition to Steuart Street	2,461 35
4	H. R. Rood & Co.	725	Coating piles	1,083 00
4	T. J. Moynihan	726	Repairs on bucket, Dredger No. 1	375 00
7	S. F. & San Mateo Ry. Co.	727	Power	50 00
7	Union Lumber Co.	728	Rebate of tolls	32 10
7	Swan, the Painter	729	Signs	54 10
7	Joshua Hendy Machine Works	730	Repairs Belt Railroad	163 71
9	Newsom & McNeil	731	Freight shed on Seawall lot No. 5	1,462 50
9	Newsom & McNeil	732	Shed on Steuart Street	4,035 50
9	Robert Wakefield	733	Repairing "Section 3," Seawall	2,382 86
9	Hannah Bros.	734	Improvements on dolphin bet. Slips 4 and 5	1,212 25
9	Robert Wakefield	735	Car ferry slips	3,953 97
9	Joshua Hendy Machine Works	736	Rail guards	34 33
9	George G. Rundle	737	Dredger, poles, etc.	102 47
9	H. M. Newhall	738	Cement	92 81
9	Vermont Marble Co.	739	Cutting doorways	90 00
9	Mutual Electric Light Co.	740	Lights	3,151 68
9	John W. Murphy	741	Keeping horses	42 00
24	Hyde Construction Co.	742	Repairing dolphin bet. Slips 3 and 4	1,525 00
24	Hyde Construction Co.	743	Repiling and repairing Berry St. Wharf	4,356 18
24	James Byrne, Jr.	744	Petty cash expenses	99 79
25	Harry M. Nagle	745	Brooms	32 00
25	The Guide Publishing Co.	746	Guides	10 50
27	Str. "South Coast" and Albion Lumber Co.	747	Rebate of dockage	12 60
27	Arctic Oil Works	748	Oil	112 19
27	Brooks-Follis Electric Corporation	749	Electric goods	20 30
27	Bauer Lamp and Reflector Co.	750	Searchlight	12 00
27	J. Brownell	751	Chimneys	52 25
27	Wm. Bateman	752	Railing for telegraph office	50 00
27	Bancroft-Whitney Co.	753	Reports, etc.	9 00
27	Buchanan Bros.	754	U. S. metal polish	7 50
27	I. Willard Beam	755	Wire rope	29 30
27	Boston Woven Hose and Rubber Co.	756	Hose	40 14
27	Wm. J. Brady	757	Repairs to boiler, "Gov. Markham," and railroad	103 12
27	G. F. Buswell	758	Frictions	50 00
27	T. J. Crowley	759	Shoeing horses	10 00
27	Callahan Paint Co.	760	Painting "Gov. Irwin" and "Gov. Markham"	111 70
27	City Front Stables	761	Keeping horses	48 50
27	Cunningham, Curtiss & Welch	762	Toilet paper	10 00
27	H. S. Crocker Co.	763	Stationery	135 31
27	Commercial Pub. Co.	764	Advertising	156 15
27	Chas. F. Doe & Co.	765	Lumber	395 04
27	Thos. Day Co.	766	Brackets	35 20
27	Dunham, Carrigan & Hayden Co.	767	Hardware	254 47

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
May 27	Geo. E. Dow Pumping Engine Co.	768	Repairing pumps.	\$11 15
27	Fulton Engineering and Shipbuilding Works.	769	Towing bitt.	91 15
27	L. Feldmann & Co.	770	Dusters, etc.	25 80
27	Geo. H. Fuller Desk Co.	771	Office furniture.	150 43
27	The Gibson Soap Co.	772	Soap polish.	33 00
27	Goodyear Rubber Co.	773	Hose.	11 50
27	Frank Greg.	774	Sawdust.	5 00
27	Spoiled.	775		
27	Gorham Rubber Co.	776	Hose and packing.	50 50
27	W. T. Garratt & Co.	777	Repairs.	3 37
27	H. T. Holmes Lime Co.	778	Lime, etc.	13 55
27	C. J. Hendry's Son & Co.	779	Chandlery.	260 33
27	C. J. Hendry's Son & Co.	780	Chandlery.	124 17
27	Holbrook, Merrill & Stetson.	781	Hardware.	79 68
27	Indianapolis Furniture Co.	782	Hatrack.	33 75
27	Spoiled.	783		
27	Judson Mfg. Co.	784	Stands and rail chain.	141 60
27	J. C. Johnson & Co.	785	Harness.	45 00
27	James E. Kidd.	786	Metal polish.	12 00
27	Merchants' Exchange Association.	787	Reporting.	25 00
27	H. A. Moore.	788	Railroad settees.	66 50
27	James Mathews.	789	Washing for fire house.	3 50
27	O'Brien & Son.	790	Repairing buggy.	55 00
27	Olsen & Cook.	791	Hardware.	18 25
27	The Pacific Coast Co.	792	Coal.	813 72
27	Payne's Bolt Works.	793	Bolts.	67 11
27	W. S. Ray Mfg. Co.	794	Stove and fixtures.	12 10
27	Rowlands & Laughton.	795	Repairs.	488 30
27	Scott & Magner.	796	Oats.	10 11
27	San Francisco Towel Co.	797	Towel service.	7 00
27	S. F. Gas & Electric Co.	798	Wiring Second Street slip.	10 00
27	S. F. Dry Dock Co.	799	Docking tugs.	62 60
27	Levi Strauss & Co.	800	Towels.	9 00
27	Scott & Van Arsdale.	801	Lumber.	176 25
27	Shipowners and Merchants' Tug Boat Co.	802	Towing U. S. steamer "Gedney".	10 00
27	Taylor & Brickley.	803	Whitewashing.	554 00
27	U. S. Laundry Ass'n.	804	Washing awning for tug "Gov. Markham".	5 00
27	Vulcan Iron Works.	805	Plates, etc.	197 54
27	Union Lumber Co.	806	Rebate of dockage.	8 40
27	West Coast Wire and Iron Works.	807	Guards.	21 00
27	Wells, Fargo & Co.	808	Rebate of rent.	37 50
27	Western Iron Works.	809	Ladders and braces.	100 00
27	J. C. Winans.	810	Packing.	12 38
27	E. M. Graney.	811	Shoeing horses.	10 00
June 4	Board of State Harbor Commissioners.	812	Payrolls.	20,196 60
5	Newsom & McNeil.	813	Shed on Steuart Street.	1,589 73
5	Fred Miller.	814	Shed on Harrison Street.	1,727 50
5	City Street Imp. Co.	815	Addition to Steuart Street.	5,171 08
5	H. R. Rood & Co.	816	Preserving piles.	1,390 40
5	Hyde Construction Co.	817	Repairing bulkhead bet. Piers Nos. 15 and 17.	1,533 45
5	Black Diamond Coal Mining Co.	818	Coal.	1,241 63
5	S. E. Slade Lumber Co.	819	Lumber.	2,113 93
12	Fireman's Fund Ins. Co.	820	Insurance.	825 00
12	Liverpool and London and Globe Ins. Co.	821	Insurance.	550 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Jun. 12	Phoenix Ins. Co. of Hartford.	822	Insurance	\$412 50
12	Atlas Assurance Co.	823	Insurance	275 00
12	Manchester Assurance Co.	824	Insurance	275 00
12	Milwaukee Mechanics' Ins. Co.	825	Insurance	275 00
12	Norwich Union Fire Ins. Society.	826	Insurance	275 00
12	London and Lancashire Fire Ins. Co.	827	Insurance	275 00
12	Thuringia Insurance Co.	828	Insurance	275 00
12	Royal Insurance Co.	829	Insurance	275 00
12	Sun Insurance Office.	830	Insurance	275 00
12	Etna Insurance Co.	831	Insurance	275 00
12	Transatlantic Fire Ins. Co.	832	Insurance	137 56
12	German-American Ins. Co.	833	Insurance	137 50
12	Aachen and Munich Fire Ins. Co.	834	Insurance	137 50
12	North German Fire Ins. Co.	835	Insurance	137 50
12	Hartford Fire Ins. Co.	836	Insurance	137 50
12	Svea Insurance Co.	837	Insurance	137 50
12	New Zealand Ins. Co.	838	Insurance	137 50
12	Phoenix Ins. Co. of London.	839	Insurance	137 50
12	Magdeburg Fire Ins. Co.	840	Insurance	137 50
12	S. F. Timber Preserving Co.	841	Creosoting piles	7,217 32
12	Robert Wakefield.	842	Constructing Pier No. 19.	3,053 58
12	Robert Wakefield.	843	Constructing Car Ferry Slips 1, 2.	2,189 85
12	Paraffine Paint Co.	844	Coating piles	2,904 52
12	Pacific Coast Dredging and Reclamation Co.	845	Dredging	1,900 50
12	Mutual Electric Light Co.	846	Lights	1,277 33
24	California Northwestern Ry. Co.	847	Steel rails	2,766 65
Total amount drawn from San Francisco Harbor Improvement Fund for fiscal year 1900-1901.				\$689,443 51
Drafts issued and returned for changes and new drafts issued in lieu:				
1900				
Aug. 31	H. R. Rood & Co.	81	Piles	\$1,006 46
Sept. 29	Kuss & Storz.	77	Painting Postoffice.	43 00
29	National Bank of D. O. Mills & Co.	85	Exchange	98 95
29	S. E. Slade Lumber Co.	98	Lumber	5,225 62
Oct. 31	Bay City Manufacturing and Rubber Co.	125	Packing	3 65
31	S. E. Slade Lumber Co.	167	Lumber	5,225 61
31	Bay City Manufacturing and Rubber Co.	174	Packing	20 14
				11,623 43
Net amount drawn from San Francisco Harbor Improvement Fund for fiscal year 1900-1901.				\$677,820 08

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
July 2	Board of State Harbor Commissioners	848	Payrolls	\$18,980 50
5	Hannah Bros.	849	Office, Harrison Street Wharf	274 00
5	Flinn & Treacy	850	Paving East Street	1,253 54
5	City Street Imp. Co.	851	Repairing and repiling Powell Street Wharf	4,903 13
5	Newsom & McNeil	852	Shed on Pier 20	4,117 62
5	Hyde Construction Co.	853	Repiling and repairing Berry Street Wharf	2,406 44
5	Thos. B. Eagen	854	Laying track, Belt Railroad	567 62
5	Mutual Electric Light Co.	855	Lights	1,154 81
5	Black Diamond Coal Mining Co.	856	Coal	1,235 97
5	Standard Electrical Construction Co.	857	Lamps and heaters	63 50
5	West Coast Wire and Iron Works	858	Gates	159 39
5	Frank H. La Faille	859	Painting tugs "Gov. Markham" and "Gov. Irwin"	341 75
5	S. F. Timber Preserving Co.	860	Creosoting	5,063 29
8	H. R. Rood & Co.	861	Preserving piles	1,191 20
10	Julian B. Harries	862	Exporting books	44 50
10	Robert Wakefield	863	Piles	1,998 59
11	McCann, Beleher & Allen	864	Office furniture	206 65
18	Darby Laydon	865	Extra work, Washington St. Wharf	710 86
18	James Byrne, Jr.	866	Petty cash expenses	59 85
19	Thos. B. Eagen	867	Belt Railroad, construction	578 50
22	Soule & Lent	868	Lumber	420 50
24	Paraffine Paint Co.	869	Coating piles	968 18
24	S. F. Timber Preserving Co.	870	Creosoting piles	2,405 78
24	S. F. Timber Preserving Co.	871	Creosoting piles	1,687 76
24	West Coast Wire and Iron Works	872	Wirework partition	400 00
24	Robert Wakefield	873	Car Ferry Slips 1 and 2	2,189 85
24	Healy, Tibbitts & Co.	874	Repairing Ferry Slips 1, 5, 6, 7	1,766 69
24	R. A. Crothers	875	Advertising in the "Bulletin"	168 00
24	S. F. "Chronicle"	876	Advertising	225 00
24	J. D. Spreckels	877	Advertising in S. F. "Call"	115 20
24	"Examiner"	878	Advertising	273 00
24	"Evening Post"	879	Advertising	170 00
Aug. 3	Board of State Harbor Commissioners	880	Payrolls	20,517 40
6	Abrahamson Ventilating Co.	881	Ventilators	18 00
6	Arctic Oil Works	882	Oils, etc.	146 78
6	Boesch Lamp Co.	883	Repairing headlight, etc.	30 45
6	Black Diamond Coal Mining Co.	884	Coal	2,677 53
6	Bancroft-Whitney Co.	885	U. S. Reports	6 50
6	Buchanan Bros.	886	Rags	10 00
6	G. F. Buswell	887	Frictions	25 00
6	Wm. J. Brady	888	Repairs on tugs	22 21
6	Boston Woven Hose and Rubber Co.	889	Hose, etc.	8 55
6	Baker & Hamilton	890	Hardware	2,787 81
6	H. S. Crocker Co.	891	Stationery	161 32
6	Commercial Pub. Co.	892	Advertising	110 00
6	Cunningham, Curtiss & Welch	893	Toilet paper	20 00
6	Climax Boiler Compound Co.	894	Boiler compound	15 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Aug. 6	Callahan Paint Co	895	Painting tug "Gov. Perkins"	\$29 90
6	Columbia Machine Wks.	896	Repairs tug "Gov. Irwin"	7 20
6	City Front Stables	897	Keeping horses	40 00
6	Cal. Artistic Metal and Wire Co.	898	Wire screen	139 25
6	C. G. Clinch & Co.	899	Paints, oil, etc.	998 13
6	Dunham, Carrigan & Hayden Co.	900	Hardware	239 37
6	C. F. Doe & Co.	901	Lumber	1,203 06
6	Geo. E. Dow Pumping Engine Co.	902	Repairs on tugs	15 20
6	Thomas Day Co.	903	Electric brackets	64 90
6	Geo. H. Fuller Desk Co.	904	Desks, etc.	63 48
6	L. Feldmann & Co.	905	Brushes, brooms, etc.	70 28
6	The Gibson Soap Co.	906	Soap polish	18 00
6	Golden Eagle Hotel	907	Hotel bill	39 00
6	Gray Bros.	908	Rock, etc.	22 40
6	E. M. Graney	909	Shoeing horses	5 00
6	The Guide Publishing Co.	910	Guides	21 00
6	Gorham Rubber Co.	911	Hose and packing	51 17
6	Frank Greg	912	Sawdust	10 00
6	Goodyear Rubber Co.	913	Hose, etc.	33 86
6	W. T. Garratt & Co.	914	Repairs on tugs	6 94
6	C. J. Hendry's Son & Co.	915	Chandlery	235 07
6	Michael Hodge	916	Drayage	12 00
6	Joshua Hendy Machine Works	917	Repairs on locomotive	317 16
6	Indianapolis Furniture Co.	918	Furniture	54 00
6	Judson Mfg. Co.	919	Switches, etc.	153 78
6	G. M. Josselyn & Co.	920	Chain	71 22
6	Leonard & Ellis	921	Oil	67 61
6	Langley & Michaels Co.	922	Methyl spirits	8 00
6	John W. Murphy	923	Keeping horse	80 00
6	C. C. Moore & Co.	924	Pump rod	20 00
6	F. H. McConnell	925	Care of clock	45 00
6	Merchants' Exchange Association	926	Reporting	50 00
6	Market Street R. R. Co.	927	Girder rails	1,286 94
6	H. M. Newhall & Co.	928	Cement	292 60
6	H. M. Nagle	929	Brooms	8 00
6	O'Brien & Son	930	Repairing buggy	9 95
6	Olsen & Cook	931	Anchor light, etc.	9 55
6	Pacific Pine Co.	932	Piles	2,129 85
6	The Pacific Coast Co.	933	Coal	240 25
6	L. Peterson	934	Model of pier	28 00
6	Payne's Bolt Works	935	Bolts	42 95
6	Pacific States Tel. & Tel. Co.	936	Telephones	453 25
6	H. R. Rood & Co.	937	Coating piles	1,708 00
6	George G. Rundle	938	Repairs "Gov. Markham"	190 66
6	Rowlands & Laughton	939	Repairs	189 19
6	S. E. Slade Lumber Co.	940	Lumber	11,759 42
6	Studebaker Bros. Mfg. Co.	941	Repairing sprinklers	279 40
6	Levi Strauss & Co.	942	Towel crash	6 25
6	Sternfeld Leather Co.	943	Toilet soap	15 00
6	W. & J. Sloane & Co.	944	Carpets	201 87
6	Swan, the Painter	945	Signs	61 00
6	J. D. Spreckels & Bros. Co.	946	Cement	210 00
6	Sudden & Christenson	947	Lumber	2,219 50
6	Spring Valley Water Works	948	Water	991 34
6	Geo. H. Tay Co.	949	Hardware	108 34

EXHIBIT F—*Continued.*DISBURSEMENTS, 1901-1902—*Continued.*

Date.	Order.	No.	On Account of.	Amount.
1901				
Aug. 6	U. S. Laundry Ass'n....	950	Washing	\$12 45
6	J. C. Winans	951	Packing	63 83
6	L. E. White Lumber Co.	952	Railroad ties	319 96
8	Darby Laydon	953	Addition to Washington and Mis- sion No. 1 wharves	3,745 00
8	Fireman's Fund Ins. Co.	954	Insurance	825 00
8	Liverpool and London and Globe Ins. Co.	955	Insurance	550 00
8	Phoenix Insurance Co. of Hartford	956	Insurance	412 50
8	Manchester Ass'nce Co.	957	Insurance	275 00
8	The Atlas Assurance Co.	958	Insurance	275 00
8	Milwaukee Mechanics' Insurance Co.	959	Insurance	275 00
8	Norwich Union Fire Insurance Co.	960	Insurance	275 00
8	London and Lancashire Fire Insurance Co.	961	Insurance	275 00
8	Thuringia Ins. Co.	962	Insurance	275 00
8	Royal Insurance Co.	963	Insurance	275 00
8	Sun Insurance Office	964	Insurance	275 00
8	Etna Insurance Co.	965	Insurance	275 00
8	Transatlantic Fire Ins. Co.	966	Insurance	137 50
8	German-Am. Ins. Co.	967	Insurance	137 50
8	Aachen and Munich Fire Insurance Co.	968	Insurance	137 50
8	North German Fire Ins. Co.	969	Insurance	137 50
8	Hartford Fire Ins. Co.	970	Insurance	137 50
8	Svea Insurance Co.	971	Insurance	137 50
8	New Zealand Ins. Co.	972	Insurance	137 50
8	Phoenix Insurance Co. of London	973	Insurance	137 50
8	Magdeburg Fire Ins. Co.	974	Insurance	137 50
9	City Street Imp. Co.	975	Repairing Powell St. and Sec. "A" ..	1,634 37
9	Mutual Elec. Light Co.	976	Light	1,302 29
14	R. J. Murphy	977	Services as engineer, tug "Gov. Irwin"	75 50
21	R. E. Revalk & Co.	978	Typewriter	74 50
31	S. F. Timber Pres'v'g Co.	979	Creosoting piles for Slips 1 and 2 ..	5,280 28
31	S. F. Timber Pres'v'g Co.	980	Creosoting piles for Slips 1 and 2 ..	1,760 09
31	Dundon Bridge and Con- struction Co.	981	Piles	1,368 50
31	S. F. Timber Pres'v'g Co.	982	Creosoting piles	1,614 06
31	State Board of Harbor Commissioners	983	Payrolls	18,746 90
Sept. 4	Robert Wakefield	984	Piles	2,476 89
5	Black Diamond Coal Mining Co.	985	Coal	992 55
5	Mutual Elec. Light Co.	986	Lights	1,270 71
12	Arctic Oil Works	987	Oil	73 72
12	Buchanan Bros.	988	Polish	8 75
12	Boesch Lamp Co.	989	Repairing headlight	6 95
12	Bancroft-Whitney Co.	990	Law books	17 50
12	Boston Woven Hose and Rubber Co.	991	Hose	64 98
12	Wm. J. Brady	992	Repairs on tugs	13 15
12	City Front Stables	993	Keeping horse	20 00
12	Commercial Publishing Co.	994	Advertising	27 50
12	T. J. Crowley	995	Shoeing horses	10 00
12	Cunningham, Curtiss & Welch	996	Toilet paper	10 00
12	H. S. Crocker Co.	997	Stationery	121 45

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Sept. 12	R. D. Chandler.....	998	Coal	\$107 30
12	Columbia Machine Wks.	999	Repairs, tug "Gov. Irwin"	21 00
12	Geo. E. Dow Pumping Engine Co.	1000	Repairing pump	4 97
12	Thomas Day Co.	1001	Electric goods	6 75
12	Dunham, Carrigan & Hayden Co.	1002	Hardware	107 09
12	Geo. H. Fuller Desk Co.	1003	Chairs	17 28
12	L. Feldmann & Co.	1004	Handles, etc.	3 35
12	E. M. Graney	1005	Shoeing horses	10 00
12	The Guide Pub. Co.	1006	Guides	21 00
12	Gorham Rubber Co.	1007	Hose	7 47
12	Gibson Soap Co.	1008	Soap polish	18 00
12	W. T. Garratt & Co.	1009	Nipples	5 40
12	Frank Greg	1010	Sawdust	5 00
12	Joshua Hendy Machine Works	1011	Repairs engine, Belt Railroad	22 46
12	C. J. Hendry's Son & Co.	1012	Chandlery	71 27
12	Holbrook, Merrill & Stetson	1013	Tin and solder	29 00
12	H. Huddleston & Co.	1014	Cuspidors	8 00
12	Judson Mfg. Co.	1015	Frogs for Belt Railroad	24 85
12	Langley & Michaels Co.	1016	Disinfectant	11 11
12	J. Metcalfe	1017	Lloyds register	24 00
12	Murray Bros.	1018	Repairs, Belt Railroad	147 50
12	Merchants' Exchange Association	1019	Reporting	50 00
12	F. H. McConnell	1020	Care of clocks	15 00
12	National Bank of D. O. Mills & Co.	1021	Exchange	174 67
12	John W. Murphy	1022	Keeping horses	84 75
12	H. M. Nagle	1023	Brooms	8 00
12	Olsen & Cook	1024	Repairs on tugs	3 35
12	Spoiled	1025	.....	.....
12	H. R. Rood & Co.	1026	Coating piles	1,219 60
12	Rowlands & Laughton ..	1027	Repairs, Dredgers Nos. 1 and 2	86 62
12	George G. Rundle	1028	Repairs, tug "Gov. Irwin"	20 41
12	A. Ruegg	1029	Drilling holes in plates	25 36
12	S. E. Slade Lumber Co.	1030	Lumber	3,548 63
12	Sternfeld Leather Co.	1031	Soap canisters	18 00
12	S. F. Towel Co.	1032	Towel service	7 00
12	J. C. Sala	1033	Repairing transit	65 00
12	Southern Pacific Co.	1034	Coal	143 03
12	W. & J. Sloane & Co.	1035	Carpets	262 39
12	Chas. F. Sloane	1036	Switch	15 12
12	Swan, the Painter	1037	Signs	14 00
12	Spring Valley Water Works	1038	Water	507 63
12	Geo. H. Tay & Co.	1039	Plumbing supplies	25 75
12	Spoiled	1040	.....	.....
12	E. W. Tucker & Co.	1041	Repairs, Belt Railroad	26 16
12	West Coast Furniture Co.	1042	Desk for Postoffice	37 50
12	West Coast Wire and Iron Works	1043	Lock and repairing gate	7 65
12	L. & E. Emanuel (Inc.) ..	1044	Postoffice furniture	1,800 00
12	U. S. Laundry Ass'n.	1045	Laundry	17 65
12	Betts Spring Co.	1046	Springs	147 25
12	L. & E. Emanuel (Inc.) ..	1047	Court expenses, Emanuel vs. Board	17 00
17	Pacific States Tel. & Tel. Co.	1048	Telephones	296 85
26	James Byrne, Jr.	1049	Petty cash expenses	120 55
Oct. 4	Board of State Harbor Commissioners	1050	Payrolls	19,070 80

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Oct. 12	Wells, Fargo & Co.'s Bank -----	1051	In lieu of deferred payment, draft No. 1, for \$3,649.75, due Oct. 24, issued to Robert Wakefield for constructing Car Ferry Slips 1-2 and assigned to Wells, Fargo & Co.'s Bank -----	\$3,643 75
12	Wells, Fargo & Co.'s Bank -----	1052	In lieu of deferred payment, draft No. 2, for \$3,649.75, due Jan. 24, 1902, issued to Robert Wakefield for constructing Car Ferry Slips 1-2 and assigned to Wells, Fargo & Co.'s Bank -----	3,597 76
12	Robert Wakefield.	1053	Constructing Pier 19.	1,747 28
12	Mutual Electric Light Co.	1054	Lights.	1,326 20
12	Wm. H. Smith & Co.	1055	Repairing apron, foot of Main St. ...	1,276 00
12	Robert Wakefield.	1056	Extra work on Car Ferry Slips 1-2	506 40
12	Robert Wakefield.	1057	Extra work on Pier 19.	749 12
14	Arctic Oil Works.	1058	Oil.	38 50
14	Baker & Hamilton.	1059	Hardware.	2,612 94
14	Black Diamond Coal Mining Co.	1060	Coal.	762 80
14	Bancroft-Whitney Co.	1061	Law books.	20 00
14	Wm. J. Brady.	1062	Repairs on tug.	57 00
14	Betts Spring Co.	1063	Locomotive spring.	6 00
14	Columbia MachineWks.	1064	Repairs on tug "Gov. Irwin"	52 30
14	City Front Stables.	1065	Keeping horse.	20 00
14	R. D. Chandler.	1066	Coal.	216 45
14	Cunningham, Curtiss & Welch.	1067	Toilet paper.	10 00
14	H. S. Crocker Co.	1068	Books, etc.	211 40
14	Geo. E. Dow Pumping Engine Co.	1069	Piston rod.	7 25
14	Dunham, Carrigan & Hayden Co.	1070	Electric goods.	11 77
14	Flinn & Treacy.	1071	Paving blocks.	245 30
14	The Guide Pub. Co.	1072	Guides.	10 50
14	W. T. Garratt & Co.	1073	Repairs on Dredger No. 1.	3 60
14	E. M. Graney.	1074	Shoeing horses.	5 00
14	The Garlock Packing Co.	1075	Packing.	5 35
14	J. Hendy Machine Wks.	1076	Plates for rails.	49 00
14	Holbrook, Merrill & Stetson.	1077	Tin.	38 00
14	C. J. Hendry's Son & Co.	1078	Chandlery.	103 23
14	G. M. Josselyn & Co.	1079	Chain.	74 42
14	Judson Mfg. Co.	1080	Rail chairs.	7 63
14	Merchants' Exchange Association.	1081	Reporting.	25 00
14	John W. Murphy.	1082	Keeping horses.	41 00
14	Murphy, Grant & Co.	1083	Alpaca.	12 50
14	H. M. Nagle.	1084	Brooms.	8 00
14	Olsen & Cook.	1085	Burners and globes.	2 85
14	Geo. W. Pennington Sons (Inc.)	1086	Blacksmithing.	79 00
14	The Pacific Coast Co.	1087	Coal.	64 60
14	Pacific States Tel. & Tel. Co.	1088	Telephones.	144 00
14	Payne's Bolt Works.	1089	Bolts.	31 21
14	Rowlands & Laughton.	1090	Repairs.	20 03
14	George G. Rundle.	1091	Repairs, Dredger No. 2.	104 72
14	S. E. Slade Lumber Co.	1092	Lumber.	3,685 88
14	Steiger & Kerr.	1093	Repairs, Dredger No. 2.	45 75

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Oct. 14	Southern Pacific Co.	1094	Coal	\$584 49
14	Spring Valley Water Works	1095	Water	250 20
14	E. W. Tucker & Co.	1096	Rings and packing	26 16
14	Vulcan Iron Works	1097	Repairing plane, etc.	56 53
14	Valvoline Oil Co.	1098	Oil	33 80
14	Western Iron Works	1099	Repairs	55 00
14	J. C. Winans	1100	Packing	9 60
14	Williams, Dimond & Co.	1101	Engine supplies	245 72
14	S. F. Timber Preserving Co.	1102	Creosoting	2,825 56
14	H. M. Newhall & Co.	1103	Cement	2,641 70
14	Pacific Coast Dredging and Reclamation Co.	1104	Dredging	1,554 00
24	Hay & Wright	1105	Water tank	1,295 00
24	Julian B. Harries	1106	Experting books	37 50
24	Spoiled	1107		
30	S. E. Slade Lumber Co.	1108	Lumber	2,324 31
Nov. 1	Board of State Harbor Commissioners	1109	Payrolls	19,279 05
2	City Street Imp. Co.	1110	Repairing wharves between Main and Beale streets	1,943 85
7	Mutual Electric Light Co.	1111	Lighter	1,421 35
13	Arctic Oil Works	1112	Oil	56 03
13	Baker & Hamilton	1113	Hardware	811 23
13	Geo. L. Buswell	1114	Frictions	66 60
13	Wm. J. Brady	1115	Repairs on tugs	57 48
13	Boesch Lamp Co.	1116	Repairing headlight	12 25
13	Black Diamond Coal Mining Co.	1117	Coal	207 63
13	J. Browell	1118	Chimneys	36 00
13	Betts Spring Co.	1119	Repairing spring	3 75
13	H. S. Crocker Co.	1120	Stationery	95 45
13	Columbia Machine Wks.	1121	Repairs on dredgers	33 25
13	Commercial Publishing Co.	1122	Advertising	97 65
13	City Front Stables	1123	Keeping horse	40 25
13	R. D. Chandler	1124	Coal	877 71
13	C. G. Clinch & Co.	1125	Paints, oil, etc.	29 94
13	Dunham, Carrigan & Hayden Co.	1126	Hardware	15 24
13	Ensign & McGuffick	1127	Boiler compound	18 55
13	L. Feldmann & Co.	1128	Brooms, etc.	10 00
13	Gibson Soap Co.	1129	Soap polish	18 00
13	Garlock Packing Co.	1130	Packing	16 60
13	Frank Greg	1131	Sawdust	5 00
13	Guide Publishing Co.	1132	Guides	10 50
13	W. T. Garratt & Co.	1133	Repairs	15 50
13	Hay & Wright	1134	Repairing pile-driving lighter	515 29
13	C. J. Hendry's Son & Co.	1135	Chandlery	186 75
13	H. T. Holmes Lime Co.	1136	Cement and clay	6 05
13	Holbrook, Merrill & Stetson	1137	Tin	104 60
13	S. T. Hubbell & Co.	1138	Water cask	25 12
13	G. M. Josselyn & Co.	1139	Chain	127 53
13	John W. Murphy	1140	Keeping horses	41 00
13	Merchants' Exchange Association	1141	Reporting	25 00
13	S. P. Nelson & Co.	1142	Packing	75 12
13	H. M. Nagle	1143	Brooms, etc.	12 25
13	J. C. O'Connor & Co.	1144	Funeral expenses, J. J. McCarthy	160 50
13	O'Brien & Sons	1145	Repairing buggy	92 00
13	G. W. Pennington Sons (Inc.)	1146	Steel links	152 00
13	Pacific Pine Co.	1147	Piles	863 94

EXHIBIT F—*Continued.*DISBURSEMENTS, 1901-1902—*Continued.*

Date.	Order.	No.	On Account of.	Amount.
1901				
Nov. 13	Pacific Coast Co.	1148	Coal	\$154 48
13	Pacific Coast Wrecking Co.	1149	Sail covers	19 28
13	Pacific States Tel. & Tel. Co.	1150	Telephones	149 20
13	Rowlands & Laughton ..	1151	Repairs, Dredgers Nos. 1 and 2	36 68
13	George G. Rundle	1152	Repairs, Dredgers Nos. 1 and 2	749 10
13	Southern Pacific Co.	1153	Coal, freight, etc.	784 94
13	Spring Valley Water Works	1154	Water	265 15
13	J. C. Sala	1155	Repairing transit	45 00
13	S. F. Timber Preserving Co.	1156	Creosoting	1,742 41
13	Steiger & Kerr	1157	Castings for Dredger No. 1	11 85
13	Geo. H. Tay Co.	1158	Plumbing supplies	43 40
13	Robert Wakefield	1159	Constructing Pier No. 19	2,858 36
20	S. F. Timber Preserving Co.	1160	Creosoting piles	3,607 57
20	Healy, Tibbitts & Co.	1161	Repairing Slips 1, 5, 6, 7	7,640 52
20	Cal. Northwestern Ry. Co.	1162	Repairing cars	18 59
20	James Byrne, Jr.	1163	Petty cash expenses	226 00
20	Boston Woven Hose and Rubber Co.	1164	Weather strips	63 00
29	Bancroft-Whitney Co.	1165	California Reports	2 50
29	Betts Spring Co.	1166	Repairing spring	11 50
29	J. Browell	1167	Chimney	33 75
29	Cunningham, Curtiss & Welch	1168	Toilet paper	10 00
29	Commercial Publishing Co.	1169	Advertising	33 00
29	H. S. Crocker Co.	1170	Stationery, etc.	131 84
29	Dunham, Carrigan & Hayden Co.	1171	Chain, etc.	84 90
29	Dundon Bridge and Construction Co.	1172	Piles	788 46
29	L. Feldmann & Co.	1173	Brooms and mats	22 00
29	W. T. Garratt & Co.	1174	Copper pipe	11 80
29	J. J. Haviside	1175	Fender	17 50
29	J. Hammond & Co.	1176	Car coupler	59 75
29	Holbrook, Merrill & Stetson	1177	Hardware	41 43
29	Pacific States Tel. & Tel. Co.	1178	Telephones	143 55
29	Geo. G. Rundle	1179	Repairing tug "Gov. Markham" ..	1,500 88
29	Southern Pacific Co.	1180	Engine repaired	202 32
29	Levi Strauss	1181	Towels	9 00
29	E. W. Tucker & Co.	1182	Metal rings	12 60
29	Geo. H. Tay Co.	1183	Hardware, etc.	16 05
29	Vulcan Iron Works	1184	Repairing Main Street slip ..	25 60
29	Robert Wakefield	1185	Piles	388 65
29	Williams, Dimond & Co.	1186	Rings, etc.	51 70
29	Robert Wakefield	1187	Constructing Filbert St. Wharf ..	3,893 58
29	H. M. Newhall & Co.	1188	Cement	1,848 00
29	S. E. Slade Lumber Co.	1189	Lumber	3,712 49
29	Black Diamond Coal Mining Co.	1190	Coal	482 08
29	J. Hammond & Co.	1191	Repairs on tug "Gov. Markham" and Dredger No. 1	1,128 01
Dec. 4	Board of State Harbor Commissioners	1192	Payrolls	19,403 30
4	Hyde Construction Co.	1193	Repairing Main Street Pier ..	2,529 60
4	Darby Laydon	1194	Constructing an addition to Mission No. 1	842 39
4	Darby Laydon	1195	Constructing an addition to Piers 2 and 3	5,485 81

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Dec. 4	R. D. Chandler	1196	Coal	\$932 95
11	Hannah Bros.	1197	Office and storeroom between Slips 2 and 3.	764 00
11	San Francisco Timber Preserving Co.	1198	Creosoting piles	1,669 30
11	Mutual Electric Light Co.	1199	Lights	1,521 32
11	Geo. G. Rundle.	1200	Repairing tug "Gov. Markham" ..	2,899 66
11	The Pacific Coast Co.	1201	Coal	445 25
11	J. J. Pera	1202	Damage to wagon	100 00
11	Wm. J. Brady	1203	Repairs to "Gov. Markham" and Belt Railroad	679 20
13	Arctic Oil Works	1204	Oil	33 25
13	Boesch Lamp Co.	1205	Repairing headlight, etc.	24 55
13	Braun & Prior	1206	Boat covers	18 48
13	J. Browell	1207	Chimneys	62 00
13	Baker & Hamilton.	1208	Hardware	1,013 51
13	Callahan Paint Co.	1209	Painting tug "Gov. Markham" ..	60 70
13	Columbia Machine Wks.	1210	Repairs Dredger No. 1.	4 10
13	H. S. Crocker Co.	1211	Blue-print paper	9 65
13	Thomas Day Co.	1212	Electric fixtures	29 90
13	Dunham, Carrigan & Hayden Co.	1213	Chain, etc.	18 45
13	Dundon Bridge and Construction Co.	1214	Piles	829 16
13	Flinn & Treacy	1215	Basalt blocks	204 00
13	Fulton Engineering and Shipbuilding Works ..	1216	Repairs, Dredger No. 1	3 00
13	Guide Publishing Co.	1217	Guides	10 50
13	Merchants' Exchange Association	1218	Reporting	25 00
13	John W. Murphy	1219	Keeping horses	40 25
13	S. P. Nelson & Co.	1220	Packing	64 24
13	S. F. Dry Dock Co.	1221	Docking tug "Gov. Markham" ..	216 80
13	Spring Valley Water Works	1222	Water	269 25
13	Geo. H. Tay Co.	1223	Plumbing supplies	10 91
13	U. S. Laundry Ass'n.	1224	Washing	16 95
13	J. C. Winans	1225	Packing	3 00
13	West Coast Wire and Iron Works	1226	Gates	67 50
13	Robert Wakefield.	1227	Straps	21 90
18	City Street Imp. Co.	1228	Repairing wharves along Bryant and Beale Streets	3,336 14
18	Pacific Pine Co.	1229	Piles	1,693 51
18	Pacific States Tel. & Tel. Co.	1230	Telephones	143 05
18	Commercial Publishing Co.	1231	Advertising	48 15
18	Geo. F. Buswell	1232	Maple frictions	35 00
18	Robt. Wakefield	1233	Lumber	111 10
18	Rowlands & Laughton.	1234	Repairs on dredgers	216 81
30	City Front Stables	1235	Keeping horse	20 00
30	E. J. Crowley	1236	Shoeing horses	10 00
30	S. F. Dry Dock Co.	1237	Docking, "Gov. Markham" ..	32 50
30	H. M. Nagle	1238	Brooms	8 00
30	Langley & Michaels Co.	1239	Methyl spirits	8 50
1902				
Jan. 3	Board of State Harbor Commissioners	1240	Payrolls	19,250 15
3	Hyde Construction Co.	1241	Repairing Second, Third, Harrison, and Stuart Sts. wharves	1,856 06
3	Fred Miller	1242	Sheds over aprons at car ferry slips	2,366 25
8	Darby Laydon	1243	Constructing an addition to Mis- sion St. Wharf No. 1.	1,816 94
8	Hyde Construction Co.	1244	Repairing and repiling bulkhead between Piers 9 and 11.	2,840 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Jan. 8	Hyde Construction Co.	1245	Repairs and materials for bulkhead between Piers 9 and 11.....	\$753 16
8	H. M. Newhall & Co.....	1246	Cement	2,622 08
8	S. F. Timber Preserving Co.....	1247	Creosoting piles	1,559 79
8	S. F. Timber Preserving Co.....	1248	Creosoting piles	489 78
8	Robt. Wakefield.....	1249	Constructing Pier 19.....	2,471 56
8	James Byrne, Jr.....	1250	Petty cash expenses.....	79 65
8	Geo. G. Rundle.....	1251	Repairing tug "Gov. Irwin" and dredger	1,799 79
8	S. E. Slade Lumber Co.	1252	Lumber	2,239 30
8	Mutual Electric Light Co.....	1253	Lights	1,604 90
8	National Bank of D. O. Mills & Co.....	1254	Exchange	161 31
13	Arctic Oil Works	1255	Oil	127 58
13	Bauer Lamp and Reflector Co.....	1256	Lamps	79 00
13	Wm. J. Brady	1257	Repairs, tug "Gov. Irwin"	208 10
13	H. S. Crocker Co.....	1258	Stationery, etc.....	83 87
13	Clot & Crist Machine Co.....	1259	Repairs, tug "Gov. Irwin"	120 00
13	Callahan Paint Co.....	1260	Painting tug "Gov. Irwin"	44 50
13	R. D. Chandler	1261	Coal	789 00
13	Dunham, Carrigan & Hayden Co.....	1262	Hardware	95 99
13	The Economy Mfg. Co.....	1263	Runner, spindle, etc.....	34 00
13	Guide Publishing Co.....	1264	Guides	10 50
13	Gray Bros.....	1265	Rock, Belt Railroad	210 16
13	W. T. Garratt & Co.....	1266	Repairs	12 32
13	J. Hammond & Co.....	1267	Repairs, tug "Gov. Irwin"	469 68
13	C. J. Hendry's Son & Co.....	1268	Chandlery	239 76
13	Holbrook, Merrill & Stetson	1269	Hardware	35 75
13	Merchants' Exchange Association.....	1270	Reporting	25 00
13	John W. Murphy.....	1271	Keeping horses.....	43 85
13	H. M. Nagle	1272	Brooms	8 00
13	Marshutz & Cantrell.....	1273	Gears, etc.....	325 50
13	Levi Strauss & Co.....	1274	Towel crash	10 26
13	S. F. & S. J. Valley Railway Co.....	1275	Rent of engine	17 80
13	Spring Valley Water Works	1276	Water	247 30
13	E. W. Tucker & Co.....	1277	Metal rings.....	12 60
13	Vulcan Iron Works	1278	Repairing hoist	431 36
13	S. F. Timber Preserving Co.....	1279	Creosoting	913 29
13	S. F. Towel Co.....	1280	Towel service.....	7 00
20	Julian B. Harries.....	1281	Experting books	37 50
20	Wm. Belser	1282	Sewer at foot of Powell Street	656 88
20	Hyde Construction Co.....	1283	Repairing Fremont Street Wharf.....	2,044 00
20	H. M. Newhall & Co.....	1284	Cement	1,535 07
22	Wm. Cronan	1285	Constructing Union Depot.....	2,727 42
22	City Street Imp. Co.....	1286	Repairing Beale Street.....	1,760 00
22	H. R. Rood & Co.....	1287	Coating piles	648 40
22	Healy, Tibbitts & Co.....	1288	Constructing and repairing Slips 1, 5, 6, and 7	1,706 05
29	Robt. Wakefield	1289	Constructing Pier 21.....	6,489 30
29	Chas. C. Horton	1290	Shed on Mission and Washington Street wharves	1,325 93
29	S. E. Slade Lumber Co.....	1291	Lumber	2,513 96
29	C. F. Doe	1292	Lumber	701 47
29	Pacific Coast Co.....	1293	Coal	603 54
29	Pacific States Tel. & Tel. Co.....	1294	Telephones	143 90

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Jan. 29	Hyde Construction Co.	1295	Sewer at Broadway bulkhead	\$308 00
29	Commercial Pub. Co.	1296	Advertising	106 75
29	Rowlands & Laughton.	1297	Repairs	160 85
29	Southern Pacific Co.	1298	Freight	153 32
29	S. F. Timber Preserving Co.	1299	Creosoting	334 44
29	Healy, Tibbitts & Co.	1300	Extra work on Slip No. 6	171 05
Feb. 4	Board of State Harbor Commissioners	1301	Payrolls	19,368 35
5	Fred Miller	1302	Sheds over aprons at car ferryslips	788 75
5	Mutual Electric Light Co.	1303	Lights	1,626 67
12	Healy, Tibbitts & Co.	1304	Repairing Slip No. 7	1,081 74
12	Hannah Bros.	1305	Constructing shed on Pier 19 (Union No. 2)	4,789 88
13	Atlas Pipe Wrench Co.	1306	Wrenches	12 13
13	Arctic Oil Works	1307	Oil	55 44
13	Wm. J. Brady	1308	Repairs	41 37
13	J. Browell	1309	Constructing chimney	23 00
13	Bancroft-Whitney Co.	1310	U. S. and Cal. Reports	11 00
13	Boston Woven Hose and Rubber Co.	1311	Hose	35 00
13	Braun & Prior	1312	Boat cover	9 56
13	Boesch Lamp Co.	1313	Repairing headlight	3 00
13	Baker & Hamilton	1314	Hardware	1,530 02
13	R. D. Chandler	1315	Coal	1,632 90
13	Commercial Pub. Co.	1316	Advertising	27 50
13	H. S. Crocker Co.	1317	Stationery, etc.	135 90
13	Clot & Crist Machine Co.	1318	Repairs, tug "Gov. Irwin"	8 10
13	City Front Stables	1319	Keeping horses	43 75
13	Cunningham, Curtiss & Welch	1320	Toilet paper	20 00
13	Columbia Machine Wks.	1321	Repairs, Dredger No. 1	9 25
13	C. G. Clinch & Co.	1322	Paints, oils, etc.	328 04
13	P. F. Dundon's S. F. Iron Works	1323	Repairs, Dredger No. 2	126 90
13	Thos. Day Co.	1324	Electric fixtures	9 20
13	Dunham, Carrigan & Hayden Co.	1325	Hardware	44 27
13	L. Feldmann & Co.	1326	Brushes	63 80
13	Flinn & Treacy	1327	Gravel	73 60
13	Geo. H. Fuller Desk Co.	1328	Desks and chairs	76 20
13	The Garlock Pack'g Co.	1329	Hose, etc.	13 50
13	The Guide Pub. Co.	1330	Guides	10 50
13	Gray Bros.	1331	Rock	26 50
13	Goodyear Rubber Co.	1332	Covers, etc.	8 77
13	The Gibson Soap Co.	1333	Soap polish	21 00
13	Frank Greg	1334	Sawdust	10 00
13	Gorham Rubber Co.	1335	Packing, etc.	53 67
13	W. T. Garratt & Co.	1336	Repairs	9 00
13	H. T. Holmes & Co.	1337	Lime and clay	6 35
13	Holbrook, Merrill & Stetson	1338	Hardware	68 90
13	J. Hammond & Co.	1339	Piston rod	4 45
13	C. J. Hendry's Son & Co.	1340	Chandlery	113 96
13	G. M. Josselyn & Co.	1341	Chain	74 16
13	Merchants' Exchange Association	1342	Reporting	25 00
13	John W. Murphy	1343	Keeping horses, etc.	55 00
13	H. A. Moore	1344	Settees	75 60
13	Magnesia Asbestos Supply Co.	1345	Boiler covering	110 00
13	W. W. Montague & Co.	1346	Reflectors	81 00
13	H. M. Nagle	1347	Brooms	8 00
13	J. Hendy Machine W'ks	1348	Repairs, Belt Railroad	6 40
13	O'Brien & Sons	1349	Repairing buggy	18 75

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Feb. 13	Olsen & Cook	1350	Repairs on tugs	\$38 96
13	Pacific Pine Co.	1351	Piles	679 86
13	Pacific Coast Co.	1352	Coal	157 56
13	Pacific Electric Corp.	1353	Electrical works	25 00
13	Pacific Hardware and Steel Co.	1354	Bolts	18 53
13	Payne's Bolt Works	1355	Bolts	167 81
13	Pacific States Tel. & Tel. Co.	1356	Telephones	156 00
13	W. S. Ray Mfg. Co.	1357	Stove, etc.	13 58
13	Spring Val'y Water W'ks	1358	Water	253 20
13	Simpson Lumber Co.	1359	Lumber	12 36
13	Geo. H. Tay Co.	1360	Hardware	34 55
13	Valvoline Oil Co.	1361	Oil	34 13
13	Vulcan Iron Works	1362	Head for cylinder hoist	35 00
13	Chas. A. Warren	1363	Repairing streets	122 00
13	U. S. Laundry Ass'n	1364	Washing	11 35
13	The Chas. Nelson Co.	1365	Rebate dockage, Str. "Centennial"	136 80
19	Atlantic, Gulf, and Pacific Co.	1366	Dredging Channel Street	3,486 75
19	H. M. Newhall & Co.	1367	Cement	2,234 66
27	Dundon Bridge and Construction Co.	1368	Repairing Union Street Wharf	5,709 00
27	Healy, Tibbitts & Co.	1369	Repairing Folsom No. 2 Wharf	1,509 75
27	Southern Pacific Co.	1370	Repairing engine, Belt Railroad	3,245 50
27	S. E. Slade Lumber Co.	1371	Lumber	3,347 05
27	S. F. Timber Pres'v'g Co.	1372	Preserving piles	1,279 89
27	Hyde Construction Co.	1373	Repairing Fremont Street Wharf	221 30
27	Britton & Rey	1374	Maps	50 00
27	E. M. Graney	1375	Shoeing horses	12 50
27	Gray Bros.	1376	Rock, Belt Railroad	498 25
Mar. 4	Board of State Harbor Commissioners	1377	Payrolls	18,912 40
5	Mutual Elec. Light Co.	1378	Lights	1,426 30
5	R. D. Chandler	1379	Coal	1,401 59
5	Hyde Construction Co.	1380	Repairing Fremont Street Wharf	681 33
5	Robert Wakefield	1381	Constructing Pier 23	3,338 50
5	R. Dunsmuir's Sons Co.	1382	Repairing Folsom No. 2	2,430 00
5	James Byrne, Jr.	1383	Petty cash expenses	154 58
12	Robert Wakefield	1384	Piles for Pier 21	807 75
12	Healy, Tibbitts & Co.	1385	Concellation of contract	200 00
12	Healy, Tibbitts & Co.	1386	Extra work on Folsom No. 2 Wharf	1,553 31
12	Healy, Tibbitts & Co.	1387	Repairing Folsom No. 2 Wharf	712 13
12	Charles C. Horton	1388	Shed on Piers 2 and 3	1,767 90
19	Hyde Construction Co.	1389	Repairs on Fremont Street	1,397 00
19	Hyde Construction Co.	1390	Laying lumber, Fremont Street	1,608 00
19	F. S. Stratton	1391	Legal services	1,500 00
19	A. W. Von Schmidt	1392	Services as expert	100 00
24	Arctic Oil Works	1393	Oil	84 10
24	William J. Brady	1394	Repairs to Dredger No. 1 and tug "Governor Markham"	36 21
24	Boesch Lamp Co.	1395	Repairs to engine headlight	11 75
24	J. Browell	1396	Constructing chimney	25 00
24	Baker & Hamilton	1397	Hardware	689 52
24	Boston Woven Hose and Rubber Co.	1398	Packing	2 70
24	Cunningham, Curtiss & Welch	1399	Toilet paper	10 00
24	City Front Stables	1400	Keeping horses	31 31
24	T. J. Crowley	1401	Shoeing horses	12 50
24	H. S. Crocker Co.	1402	Stationery, etc.	233 45
24	Commercial Pub. Co.	1403	Advertising	80 00
24	City Street Imp. Co.	1404	Paving	221 80
24	N. Clark & Son	1405	Sewer pipe	8 08
24	Geo. E. Dow Pumping Engine Co.	1406	Repairs, tug "Gov. Markham"	4 60

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Mar. 24	Dunham, Carrigan & Hayden Co.....	1407	Hardware	\$84 06
24	C. G. Clinch.....	1408	Paints, oil, etc.	112 55
24	Flinn & Treacy.....	1409	Paving blocks	610 40
24	Federal Salt Co.....	1410	Rebate of wharfage	105 00
24	Geo. H. Fuller Desk Co.....	1411	Chairs	10 35
24	L. Feldmann & Co.....	1412	Dusters, etc.....	24 00
24	Gray Bros.....	1413	Rock, Belt Railroad.....	166 10
24	The Guide Pub. Co.....	1414	Guides	10 50
24	The Gibson Soap Co.....	1415	Soap polish	18 00
24	E. M. Graney	1416	Shoeing horses	12 50
24	Frank Greg.....	1417	Sawdust	5 00
24	Gorham Rubber Co.....	1418	Packing	5 31
24	W. T. Garratt & Co.....	1419	Repairs to Dredger No. 1	10 45
24	Holmes Lime Co.....	1420	Fire brick	11 78
24	Holbrook, Merrill & Stetson	1421	Hardware	25 45
24	C. J. Hendry's Son & Co.....	1422	Chandlery, etc.....	244 37
24	Hyde Construction Co.....	1423	Bolts, etc.....	392 92
24	Joshua Hendy's Machine Works.....	1424	Repairs, Belt Railroad	37 98
24	Judson Mfg. Co.....	1425	Repairing rail straightener.....	34 65
24	The Merchants' Exch'ge	1426	Reporting	25 00
24	John W. Murphy	1427	Keeping horses	33 04
24	H. M. Nagle.....	1428	Brooms	8 00
24	O'Brien & Sons	1429	Repairing buggy	9 00
24	Payne's Bolt Works	1430	Bolts	8 66
24	Pacific States Tel. & Tel. Co.....	1431	Telephones	149 90
24	Sidney L. Plant	1432	Boiler compound	14 70
24	Rowlands & Laughton.....	1433	Repairs to dredger	121 00
24	H. R. Rood & Co.....	1434	Coating piles	1,298 00
24	George Rundle.....	1435	Repairs on dredgers.....	37 14
24	Southern Pacific.....	1436	Repairing Engine No. 2	891 58
24	S. F. Timber Preserving Works	1437	Creosoting	318 86
24	Swan, the Painter	1438	Sign	23 40
24	Spring Valley Water Works	1439	Water	245 20
24	George H. Tay Co.....	1440	Hardware	55 59
24	Chas. A. Warren.....	1441	Rock	99 00
24	Yates & Co.....	1442	Oil	197 45
24	W. T. Garratt & Co.....	1443	In lieu of draft No. 1009, Sept. 12, 1901	
26	Fred Miller.....	1444	Shed between Piers 9 and 11	1,108 05
Apr. 2	Hyde Construction Co.....	1445	Repairs on Main and Washington Street wharves	651 10
2	City Street Imp. Co.....	1446	Paving Lombard Street.....	1,781 16
2	H. M. Newhall & Co.....	1447	Cement	1,232 00
2	Healy, Tibbitts & Co.....	1448	Repairing and repiling wharf on north side channel.....	1,555 72
2	R. Dunsmuir Sons Co.....	1449	Repairing Pier 14.....	1,186 72
2	P. F. Dundon's S. F. Iron Works	1450	Repairing dredger bucket	701 11
2	C. G. Clinch & Co.....	1451	Paints, oils, etc.....	515 01
2	Vulcan Iron Works	1452	Repairing hoists at Lombard St.....	440 78
2	S. E. Slade Lumber Co.....	1453	Lumber	3,629 87
2	Board of State Harbor Commissioners	1454	Payrolls	19,547 05
9	H. M. Newhall & Co.....	1455	Cement	947 78
9	Hyde Construction Co.....	1456	Repairing Mission No. 1 Wharf.....	806 44
9	Spring Valley Water Works	1457	Water	246 95
9	R. D. Chandler.....	1458	Coal	1,323 33
9	Mutual Electric Light Company	1459	Light.....	1,471 59

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Apr. 12	Arctic Oil Works	1460	Oil	\$43 90
12	Baker & Hamilton	1461	Hardware	334 78
12	City Front Stables	1462	Keeping horses	40 50
12	Cal. Electrical Works	1463	Electrical goods	112 07
12	Columbia Machine Wks.	1464	Repairs on Dredger No. 2 ..	12 00
12	Commercial Pub. Co.	1465	Advertising	23 40
12	Dunham, Carrigan & Hayden Co.	1466	Sockets, etc.	171 05
12	Eagle Rubber Co.	1467	Packing, etc.	36 58
12	Geo. H. Fuller Desk Co.	1468	Desk and chairs	37 35
12	Forterer Cornice Works	1469	Skylight bars	59 10
12	Gorham Rubber Co.	1470	Packing	40 63
12	The Guide Pub. Co.	1471	Guides	10 50
12	Frank Greg.	1472	Sawdust	5 00
12	C. J. Hendry's Son & Co.	1473	Chandlery	48 87
12	G. M. Josselyn & Co.	1474	Chain	108 33
12	Judson Mfg. Co.	1475	Rail sockets	56 25
12	Langley & Michaels Co.	1476	Disinfectant	20 92
12	John W. Murphy	1477	Keeping horse	24 00
12	Marine Exchange	1478	Reporting	25 00
12	Merchants' Exchange Association	1479	Reporting	25 00
12	Murray Bros.	1480	Boiler	361 75
12	H. M. Nagle	1481	Brooms	11 25
12	Payne's Bolt Works	1482	Bolts	4 40
12	J. A. Roebling's Sons & Co.	1483	Wire	13 02
12	U. S. Laundry Ass'n	1484	Laundry	10 65
12	Yates & Co.	1485	Oil	76 54
16	M. C. Harris	1486	Plans and specifications for dredger	500 00
16	H. M. Newhall & Co.	1487	Cement	1,232 00
16	Chas. C. Horton	1488	Sheds on Piers 2 and 3	1,325 92
16	Hannah Bros.	1489	Shed on Pier 19	2,873 92
16	Dundon Bridge and Con- struction Co.	1490	Repairing approach to Pier 17	844 17
16	Dundon Bridge and Con- struction Co.	1491	Repairing Union Street Wharf	2,859 30
16	Pacific States Tel. & Tel. Co.	1492	Telephones	151 55
16	Robert Wakefield	1493	Constructing Filbert Street Wharf ..	2,554 80
23	Julian B. Harries	1494	Experting books	37 50
23	Clement Bennett	1495	Reporting and transcribing	252 80
23	Spoiled	1496		
30	William Cronan	1497	Constructing Union Depot	2,727 43
30	H. M. Newhall & Co.	1498	Cement	1,232 00
30	Robert Wakefield	1499	Repairing bulkhead bet. Piers 19-21	777 02
30	S. E. Slade Lumber Co.	1500	Lumber	3,637 15
May 3	Board of State Harbor Commissioners	1	Payrolls	19,666 40
7	Fred Miller	2	Constructing building on bulkhead between Piers 9-11	738 70
7	Dundon Bridge and Con- struction Co.	3	Repairing Green Street Wharf	1,200 88
7	Hyde Construction Co.	4	Repairing Lombard Street Wharf ..	2,379 55
7	Robert Wakefield	5	Constructing Pier 23	3,338 50
7	Robert Wakefield	6	Repairing bulkhead, Pier 25	1,805 60
7	Robert Wakefield	7	Planking Pier 21	1,857 60
7	Wheaton & Kalloch	8	Court fee	56 90
7	R. D. Chandler	9	Coal	1,313 55
7	Spring Valley Water Works	10	Water	277 50
7	Mutual Electric Light Co.	11	Light	1,374 46
7	National Bank of D. O. Mills & Co.	12	Exchange	202 95
7	S. F. Timber Preserving Co.	13	Creosoting	1,464 90

EXHIBIT F—*Continued.*DISBURSEMENTS, 1901-1902—*Continued.*

Date.	Order.	No.	On Account of.	Amount.
1902				
May 7	A. W. Beadle & Co.	14	Office, Mission Street No. 1	\$300 00
7	Southern Pacific Co.	15	Freight	35 67
7	Sunset Photo-Engraving Co.	16	Photos of Howard No. 2	10 00
7	Fred Miller	17	Office	32 50
8	H. R. Rood & Co.	18	Coating piles	1,316 00
13	Arctic Oil Works	19	Oil	22 56
13	Britton & Rey	20	Water Front maps	45 00
13	G. F. Buswell	21	Frictions	25 00
13	Cunningham, Curtiss & Welch	22	Toilet paper	10 00
13	City Street Imp. Co.	23	Pulling piles	162 80
13	C. G. Clinch & Co.	24	Paint, oil, etc.	335 01
13	H. S. Crocker Co.	25	Stationery	45 56
13	Chas. F. Doe & Co.	26	Cedar lumber	140 09
13	Flinn & Treacy	27	Gravel	115 00
13	L. Feldmann & Co.	28	Bristle brooms	18 00
13	Gorham Rubber Co.	29	Gaskets	4 80
13	Gray Bros.	30	Rock, Belt Railroad	22 00
13	J. J. Haviside & Son	31	Spars for fenders	40 00
13	Holbrook, Merrill & Stetson	32	Hardware	28 07
13	Joshua Hendy Machine Works	33	Brake shoes	26 30
13	Marshutz & Cantrell	34	Repairs, Dredger No. 2	102 10
13	O'Brien & Sons	35	Repairing buggy	5 50
13	Payne's Bolt Works	36	Bolts	59 95
13	Sydney L. Plant	37	Boiler compound	14 70
13	Pacific Pine Co.	38	Piles	643 87
13	George G. Rundle	39	Repairs, Dredger No. 1	113 68
13	S. F. Timber Preserving Co.	40	Creosoting piles	2,911 95
13	W. & J. Sloane & Co.	41	Shades	6 90
13	E. W. Tucker & Co.	42	Metal rings	12 14
13	Geo. H. Tay Co.	43	Hardware	8 22
13	Chas. A. Warren	44	Rock	167 25
13	Yates & Co.	45	Oil	64 64
13	City Street Imp. Co.	46	Paving	127 30
14	Dundon Bridge and Construction Co.	47	Repairing Green Street Wharf	478 22
14	James Byrne, Jr.	48	Petty cash expenses	256 10
21	Hannah Bros.	49	Furnishing materials and constructing shed on Pier 19	1,915 95
21	Dundon Bridge and Construction Co.	50	Repairing and repiling Pier 17	2,856 10
21	Chas. C. Horton	51	Furnishing materials and constructing an addition to shed at Pier 2	1,473 25
26	G. W. Clark & Co.	52	Papering	34 88
26	City Front Stables	53	Boarding horse	35 68
26	Eagle Rubber Co.	54	Packing	12 90
26	Frank Greg	55	Sawdust	5 00
26	Geo. W. Kneass	56	Repairing yawl	39 89
26	John W. Murphy	57	Boarding horse	25 05
26	S. P. Nelson & Co.	58	Packing	17 28
26	Olsen & Cook	59	Supplies	10 00
26	The S. F. Towel Co.	60	Towel service	7 00
26	Scott & Magner	61	Supplies	11 97
26	Pacific States Tel. & Tel. Co.	62	Telephones	172 00
26	Arctic Oil Works	63	Supplies	23 70
26	Baker & Hamilton	64	Supplies	803 53
26	H. S. Crocker Co.	65	Supplies	51 96
26	California Elec. Works	66	Supplies	18 54
26	L. Feldmann & Co.	67	Brooms, etc.	15 18
26	The Guide Pub. Co.	68	Guides	10 50
26	Goodyear Rubber Co.	69	Hose	11 43

EXHIBIT F—*Continued.*DISBURSEMENTS, 1901-1902—*Continued.*

Date.	Order.	No.	On Account of.	Amount.
1902				
May 26	W. T. Garratt & Co.....	70	Bushings	\$10 50
26	Gray Bros.....	71	Rock, Belt Railroad	121 75
26	C. J. Hendry's Son & Co.....	72	Supplies	47 38
26	Merchants' Exchange	73	Reporting	25 00
26	The Marine Exchange.....	74	Reporting	25 00
26	H. M. Nagle.....	75	Push-brooms	9 00
26	Valvoline Oil Co.....	76	Oil	34 13
28	Hyde Construction Co.....	77	Repairing Lombard Street Wharf..	1,981 60
28	S. E. Slade Lumber Co.....	78	Lumber	3,119 25
28	"The Evening Post"	79	Advertising	175 00
28	California Northwest'r'n Railway Co.....	80	Rails	1,381 50
28	Southard Hoffman.....	81	Fees	220 85
28	National Surety Co.....	82	Bond	60 00
28	Joseph Fredericks & Co.....	83	Carpets	215 45
28	Chas. A. Warren.....	84	Rocks	147 50
28	Flinn & Treacy.....	85	Paving blocks	450 00
28	Phillips, Smythe & Van Orden.....	86	Printing.....	114 75
28	W. S. Phelps & Co.....	87	Repairs.....	320 44
June 4	Board of State Harbor Commissioners.....	88	Payroll	20,919 00
4	H. M. Newhall & Co.....	89	Cement.....	1,232 00
4	Robert Wakefield.....	90	Construction of Pier 23.....	2,559 00
4	Robert Wakefield.....	91	Construction of Pier 25.....	1,895 85
4	Hyde Construction Co.....	92	Repairing Lombard Street Wharf ..	1,296 39
4	Robert Wakefield.....	93	Piles	1,615 05
4	S. F. Timber Preserving Co.....	94	Creosoting	1,737 87
4	Guide Publishing Co.....	95	Guides	10 50
4	Merchants' Exchange.....	96	Reporting	25 00
4	"The Evening Post"	97	Advertising	60 50
4	The Marine Exchange.....	98	Reporting	25 00
4	John Twigg & Sons.....	99	Skiff	43 00
4	Taylor & Brickly Co.....	100	Whitewashing Fishermen's Wharf..	50 00
11	Mutual Elect. Light Co.....	101	Lights	1,383 86
11	R. D. Chandler.....	102	Coal	1,109 47
11	Spring Val. Water Wrks	103	Water	251 95
11	Studebaker Bros. Manu- facturing Co.....	104	Sprinkler	358 50
11	Chas. F. Doe & Co.....	105	Lumber	1,625 45
11	Pacific Pine Co.....	106	Piles	966 44
11	Yates & Co.....	107	Paints, oils, etc.....	464 41
11	George G. Rundle.....	108	Dredger poles	101 83
11	W. W. Montague.....	109	Steam-heating pipes	86 00
11	Pacific Coast Dredging and Reclamation Co.....	110	Dredging Channel Street.....	2,051 25
11	W. S. Phelps & Co.....	111	Repairing Union Street	106 09
13	I. Willard Beam.....	112	Wire rope	27 60
13	Cal. Fireworks Co., Ltd.....	113	Flag	10 45
13	City Front Stables.....	114	Keeping horses	42 25
13	Cal. Electrical Works.....	115	Electrical goods.....	153 91
13	T. J. Crowley.....	116	Shoeing horses.....	10 00
13	R. F. Crockard.....	117	Cold shots.....	5 50
13	Cunningham, Curtiss & Welch.....	118	Hoyt's toilet paper.....	10 00
13	H. S. Crocker Co.....	119	Stationery.....	27 15
13	Dunham, Carrigan & Hayden Co.....	120	Hardware	43 29
13	Gibson Soap Co.....	121	Soap polish	18 00
13	Frank Greg.....	122	Sawdust	5 00
13	W. T. Garratt & Co.....	123	Bolts	5 40
13	The Hicks-Judd Co.....	124	Books	15 00
13	Holbrook, Merrill & Stetson.....	125	Hardware	27 36
13	Judson Mfg. Co.....	126	Switch stands.....	30 00

EXHIBIT F—Continued.

DISBURSMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Jun. 13	John W. Murphy.....	127	Keeping horse.....	\$21 50
13	Myself-Rollins Co.	128	Proposal blanks.....	6 00
13	Murray Bros.....	129	Sheave boxes.....	10 00
13	O'Brien & Sons.....	130	Repairing buggy.....	11 75
13	Rowlands & Laughton..	131	Repairs.....	77 30
13	Spring Valley Water Works	132	Service connection.....	5 00
13	Studebaker Bros. Co....	133	Repairs.....	8 70
18	Flinn & Treacy.....	134	Repairing Union Street sewer.....	1,313 20
18	Novelty Sign Co.....	135	Wiring tower.....	2,153 50
18	H. M. Newhall & Co....	136	Cement.....	1,232 00
25	Healy, Tibbitts & Co....	137	Repairing Folsom No. 2.....	740 62
25	H. M. Newhall & Co....	138	Cement.....	1,229 54
25	Robt. Wakefield.....	139	Constructing Pier No. 25.....	1,895 85
25	F. D. Monckton.....	140	Court fees, patent case.....	535 45
				\$666,394 33
	Deferred payment drafts matured and were paid out of the San Francisco Harbor Improvement Fund, as follows:			
1901				
Nov. 23	H. R. Rood & Co.....	17	Coating piles.....	\$1,164 24
Dec. 4	Healy, Tibbitts & Co....	20	Repairing ferry slips.....	1,766 69
4	Darby Laydon.....	23	Addition to Washington Street.....	3,745 00
1902				
Feb. 28	H. R. Rood & Co.....	18	Coating piles.....	1,746 36
Mar. 4	Healy, Tibbitts & Co....	21	Repairing ferry slips.....	1,766 70
7	Hyde Construction Co..	24	Repairing Main Street.....	1,447 41
• 7	Hyde Construction Co..	25	Repairing Mission 1-2, Howard 1-2.....	2,529 68
11	S. F. Timber Preserving Co.	26	Creosoting piles.....	3,023 63
Apr. 24	Robert Wakefield.....	3	Constructing Car Ferry Slips 1-2.....	3,649 75
8	Robert Wakefield.....	29	Constructing Union St. Wharf.....	3,089 45
22	Healy, Tibbitts & Co....	45	Repairing Slips 1, 5, 6, 7.....	1,706 05
May 28	H. R. Rood & Co.....	19	Coating piles.....	2,910 60
June 4	Healy, Tibbitts & Co....	22	Repairing ferry slips.....	1,766 70
11	S. F. Timber Preserving Co.	27	Creosoting piles.....	4,535 44
19	S. F. Timber Preserving Co.	51	Creosoting piles.....	1,696 66
				36,544 36
	Net amount drawn from the San Francisco Harbor Improvement Fund for fiscal year 1901-1902.....			\$702,938 69

EXHIBIT G.

BALANCE SHEET FROM NOVEMBER 4, 1863, TO JUNE 30, 1902.

RECEIPTS.	
From dockage, tolls, wharfage, rents, Belt Railroad, etc.	\$17,826,334 99
From San Francisco Depot Sinking Fund, transfer (fiscal years 1898-1900)	36,000 00
From drafts returned (fiscal years 1898-1900)	158 25
From drafts returned (fiscal years 1900-1902)	11,623 43
	<u>\$17,874,116 67</u>
DISBURSEMENTS.	
Salaries Commissioners, secretaries, collectors, wharfingers, etc.	\$3,909,076 81
Constructing and repairing wharves, sheds, etc.	8,089,625 09
Constructing seawall and improving seawall lots.	2,648,731 99
Purchase and constructing dredgers, scows, tugs, etc.	208,847 45
Dredging, cost of	1,840,481 12
Payroll of crew of fireboat	112,672 95
Suspense account (old defalcations)	5,460 55
Miscellaneous (damage to wharves, toll returned, etc.)	71,101 80
Constructing and operating Belt Railroad	394,716 70
Balance in S. F. Depot Sinking Fund, June 30, 1900.	\$412,159 00
Amount transferred to S. F. Depot Sinking Fund from July 1, 1900, to June 30, 1902	111,144 00
	<u>523,303 00</u>
Cash in treasury June 30, 1902	70,099 21
	<u>\$17,874,116 67</u>
Dr. CASH.	
To amount remitted to State Treasurer	\$10,610,448 97
To drafts returned	11,623 43
	<u>\$10,622,072 40</u>
Cr. CASH.	
By amount drawn from State Treasurer	\$10,028,670 19
By amount to S. F. Depot Sinking Fund	523,303 00
By cash on hand in treasury	70,099 21
	<u>\$10,622,072 40</u>

EXHIBIT H.

CONSTRUCTION ACCOUNT No. 1.

WORK UNDER WAY AT DATE OF LAST BIENNIAL REPORT, AND SINCE COMPLETED.

Rebuilding Pier No. 10 (Howard Street Wharf No. 3). City Street Improvement Co., contractors. Date of contract, December 6, 1899.

Contract price	\$46,198 40	
Less 477 feet of cylinders, at \$1.60 per foot	763 20	
		<u>\$45,435 20</u>
Paid Mar. 14, 1900—Estimate No. 1	\$15,591 96	
Paid May 3, 1900—Estimate No. 2	5,197 32	
Paid June 7, 1900—Estimate No. 3	6,929 76	
Paid July 7, 1900—Estimate No. 4	5,197 32	
Paid Aug. 27, 1900—Estimate No. 5	12,518 84	
		<u>45,435 20</u>

Repiling and repairing Pier No. 24 (Spear Street Wharf). James A. McMahon, contractor. Date of contract, January 20, 1900.

Contract price—

Furnishing and driving piles under shed, \$15.62 per pile.

Furnishing and driving piles outside shed, \$14.23 per pile.

Furnishing and laying lumber, \$21.75 per 1,000 feet (B. M.).

Work done—

93 piles driven under shed, at \$15.62 per pile . . . \$1,452 66

17 piles driven outside shed, at \$14.23 per pile . . . 241 91

18,804 feet of lumber laid, at \$21.75 per 1,000 feet.. 408 99

13 old piles rebolted, at \$1 per pile . . . 13 00

1 day's time for foreman and 4 men and driver .. 30 00

\$2,146 56

Paid August 7, 1900

2,146 56

Furnishing cement for the construction of Pier No. 10 (Howard Street Wharf No. 3). J. D. Spreckels & Bro.'s Co., contractors. Date of contract, February 20, 1900.

Contract price—2,700 barrels (more or less), \$2.87 per barrel.

Amount furnished—

April 27, 1900—440 barrels, at \$2.87 per barrel . . . \$1,262 80

Aug. 13, 1900—2,175 barrels, at \$2.87 per barrel . . . 6,242 25

\$7,505 05

Paid May 14, 1900

\$1,262 80

Paid Aug. 30, 1900

6,242 45

7,505 05

Constructing a Postoffice building. Andrew Wilkie, Jr., contractor. Date of contract, March 5, 1900.

Contract price

\$23,700 00

Extra work

205 00

\$23,905 00

Paid April 12, 1900—Estimate No. 1

\$2,844 00

Paid April 26, 1900—Estimate No. 2

3,377 25

Paid May 10, 1900—Estimate No. 3

2,666 25

Paid May 24, 1900—Estimate No. 4

3,555 00

Paid June 7, 1900—Estimate No. 5

1,777 50

Paid June 21, 1900—Estimate No. 6

1,777 50

Paid April 8, 1901—Estimate No. 7

7,907 50

23,905 00

Furnishing rock for breakwaters on water front. Gray Brothers, contractors. Date of contract, March 15, 1900.

Contract price—23,500 tons rock (more or less), 59½ cents per ton.

Rock furnished—26,328½ tons, at 59½ cents per ton

\$15,665 54

Paid June 21, 1900—Estimate No. 1

\$1,162 96

Paid Aug. 9, 1900—Estimate No. 2

1,378 48

Paid Sept. 13, 1900—Estimate No. 3

2,428 00

Paid Oct. 12, 1900—Estimate No. 4

1,720 70

Paid Nov. 19, 1900—Estimate No. 5

2,038 03

Paid Dec. 6, 1900—Estimate No. 6

1,269 60

Paid Jan. 10, 1901—Estimate No. 7

765 09

Paid Feb. 12, 1901—Estimate No. 8

218 18

Paid Mar. 16, 1901—Estimate No. 9

561 43

Paid Mar. 16, 1901—Estimate No. 10

206 68

Paid Apr. 15, 1901—Estimate No. 11

3,916 39

15,665 54

Furnishing piles for six (6) months. H. R. Rood & Co., contractors.
Date of contract, March 24, 1900.

Contract price—

12 and 13 inch piles, 12½ cents per lineal foot.

14 and 15 inch piles, 14 cents per lineal foot.

16 and 17 and 18 inch piles, 15½ cents per lineal foot.

Paid June 14, 1900—Estimate No. 1, for 102 piles..... \$774 93

Paid Aug. 10, 1900—Estimate No. 2, for 85 piles..... 795 76

Paid Aug. 16, 1900—Estimate No. 3, for 127 piles..... 1,006 46

Paid Oct. 18, 1900—Estimate No. 4, for 123 piles..... 1,007 79

Paid Nov. 12, 1900—Estimate No. 5, for 23 piles..... 143 14

Paid Dec. 20, 1900—Estimate No. 6, for 255 piles..... 1,886 82

Total..... 715 piles..... \$5,614 90

Repairing spring line of dolphin between Ferry Slips Nos. 3 and 4.
Jas. A. McMahon, contractor. Date of contract, April 16, 1900.

Contract price—

Furnishing and fastening spring piles, \$22.75 per pile.

Furnishing and fastening chocks and ribbing, \$42.75 per 1,000 feet.

Amount of work done, August 21, 1900—

51 spring piles furnished and fastened, at \$22.75 per pile..... \$1,160 25

41,096 feet chocks and ribbing furnished and fastened, at \$42.75 per 1,000 feet..... 1,756 85

\$2,917 10

Paid August 23, 1900..... 2,917 10

Repairing and repiling Pier No. 5 (Jackson Street Wharf). Dundon Bridge and Construction Co., contractors. Date of contract, April 25, 1900.

Contract price—

For piles driven under shed, \$13.30 per pile.

For piles driven outside shed, \$7.50 per pile.

For lumber furnished and laid, \$23 per 1,000 feet.

Amount of work done July 17, 1900—

142 piles driven under shed, at \$13.30 per pile..... \$1,888 60

98 piles driven outside shed, at \$7.50 per pile..... 735 00

15,000 feet lumber furnished and laid, at \$23 per 1,000 feet (B. M.)..... 345 00

\$2,968 60

Paid July 19, 1900..... 2,968 60

Repairing and repiling bulkheads between Piers Nos. 3 and 5 and Nos. 5 and 7, "as per letter of agreement." Dundon Bridge and Construction Co., contractors. Date of letter of agreement, April 25, 1900.

Contract price—

For piles driven under shed, \$13.30 per pile.

For piles driven outside shed, \$7.50 per pile.

For lumber furnished and laid, \$23 per 1,000 feet.

For rebolting old piles, \$1 per pile.

Amount of work, July 24, 1900—

16 piles driven under shed, at \$13.30 per pile..... \$212 80

5 piles driven outside shed, at \$7.50 per pile..... 37 50

65,600 feet lumber furnished and laid, at \$23 per 1,000 feet (B. M.)..... 1,508 80

10 old piles rebolted, at \$1 per pile..... 10 00

\$1,769 10

Paid August 6, 1900..... 1,769 10

Repairing approach to car ferry slip at foot of Main Street. Darby Laydon, contractor. Date of contract, May 21, 1900.

Contract price—

Furnishing and driving new piles, \$9.25 per pile.

Furnishing and laying new lumber, \$19 per 1,000 feet.

Relaying old lumber, \$3 per 1,000 feet.

Amount of work done July 18, 1900—

31 piles furnished and driven, at \$9.25 per pile.....	\$286 75	
142,000 feet new lumber furnished and laid, at \$19 per 1,000 feet.....	2,698 00	
1,876 feet old lumber relaid, at \$3 per 1,000 feet.....	5 63	
		\$2,990 38
Paid June 28, 1900.....	\$1,524 47	
Paid July 18, 1900.....	1,465 92	
		2,990 39

(Error by Engineer, overpayment of .01c.)

Building Fishermen's Wharf. City Street Improvement Co., contractors. Date of contract, May 22, 1900.

Contract price.....		\$4,127 32
Paid August 4, 1900—Estimate No. 1.....	\$2,321 62	
Paid August 16, 1901—Estimate No. 2.....	1,805 70	
		4,127 32

Shed on Pier No. 10 (Howard Street Wharf No. 3). Newsom & McNeil, contractors. Date of contract, June 6, 1900.

Contract price.....	\$9,190 00	
Extra work, November 7, 1900.....	191 00	
		\$9,381 00
Paid Sept. 20, 1900—Estimate No. 1.....	\$2,894 85	
Paid Oct. 12, 1900—Estimate No. 2.....	2,274 52	
Paid Nov. 8, 1900—Estimate No. 3.....	4,211 63	
		9,381 00

Fixtures for new Postoffice building. L. & E. Emanuel, contractors. Date of contract, June 19, 1900.

Contract price.....		\$2,745 00
Paid Oct. 23, 1900.....	\$945 00	
Paid Sept. 12, 1900.....	1,800 00	
		2,745 00

Spring line on south side of Lombard Street Wharf. James A. McMahon, contractor. Date of contract, June 27, 1900.

Contract price—Furnishing and driving 60 spring piles, \$16.15 per pile.

Amount of work done August 7, 1900—

60 spring piles furnished and driven, at \$16.15 per pile.....	\$969 00	
5 mooring piles furnished and driven, at \$14.68 per pile.....	73 40	
245 feet extra length piling furnished and driven, at 27 cents per foot.....	66 15	
2 days' extra work with 7 men and driver, at \$40 per day.....	80 00	
		\$1,188 55
Paid August 9, 1900.....		1,188 55

Laying block pavement in front of Union Depot and Ferry House.
Union Lumber Co., contractors. Date of contract, June 27, 1900.

Contract price, 25 cents per square foot.

Amount of work done—

July 3, 1900—5,508 square feet paved, at 25 cents per square foot.....	\$1,377 00	
July 10, 1900—733 square feet paved, at 25 cents per square foot.....	183 25	\$1,560 25
Paid July 7, 1900	\$1,377 00	
Paid July 12, 1900	183 25	1,560 25

EXHIBIT I.

CONSTRUCTION ACCOUNT No. 2.

WORK CONTRACTED FOR AND COMPLETED WITHIN THE YEARS JUNE 30, 1900, AND JULY 1, 1902.

Building an extension to ferry slip between Piers Nos. 5 and 7.
Dundon Bridge and Construction Co., contractors. Date of contract, July 26, 1900.

Contract price.....	\$842 00	
Extra work.....	12 00	\$854 00
Paid Sept. 13, 1900.....		854 00

Repiling and repairing bulkhead between Pier No. 17 and Car Ferry Slip No. 1. Hyde Construction Co., contractors. Date of contract, July 26, 1900.

Contract price—

Furnishing and driving piles under shed, \$7.20 per pile.

Furnishing and driving piles outside shed, \$6.20 per pile.

Furnishing and fastening new lumber, \$19 per 1,000 feet (B. M.).

Work done October 2, 1900—

204 piles driven under shed, at \$7.20 per pile	\$1,468 80	
52 piles driven outside shed, at \$6.20 per pile	322 40	
210,894 feet lumber used, at \$19 per 1,000 feet.....	4,006 99	
6 new shoe pieces, at \$7.50 each.....	45 00	
3 days' labor, raising wharf, at \$30 per day.....	90 00	\$5,933 19
Paid Sept. 7, 1900—Estimate No. 1.....	\$1,537 50	
Paid Oct. 5, 1900—Estimate No. 2.....	2,912 40	
Paid Nov 23, 1900—Estimate No. 3.....	1,483 29	5,933 19

Shed between Piers Nos. 5 and 7 and an office building on Section 7 of seawall. Newsom & McNeil, contractors. Date of contract, July 28, 1900.

Contract price.....	\$1,520 00	
Extra work.....	222 00	\$1,742 00
Paid Aug. 28, 1900		1,742 00

Repiling and repairing Pier No. 16 (Harrison Street Wharf). City Street Improvement Co., contractors. Date of contract, August 4, 1900.

Contract price—

Furnishing and driving piles, \$19.50 per pile.

Furnishing and fastening caps and stringers, \$35 per 1,000 feet (B. M.).

Work done Jan. 21, 1901—

120 piles furnished and driven, at \$19.50 per pile	\$2,340 00	
5,234 feet caps furnished and fastened, at \$35 per 1,000 feet.		183 19
		\$2,523 19

Paid Jan. 24, 1901		2,523 19
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Laying bituminous rock pavement on East Street. San Francisco Paving Co., contractors. Date of contract, August 3, 1900.

Contract price—

Paving, 8¾ cents per square foot.

Cesspools, \$24 each.

8-inch ironstone pipe, 25 cents per foot.

Work done September 26, 1900—

15,500 sq. ft. of pavement, at 8¾ cents per sq. ft.	\$1,356 25	
10.3 cu. yds. concrete wall, at \$6 per cu. yd.	61 80	
32.4 cu. yds. rubble wall, at \$3 per cu. yd.	97 20	
208 lineal feet of ironstone pipe, at 25 cents per lineal foot	52 00	
3 cesspools, at \$24 each	72 00	
500 sq. ft. extra paving taken up and relaid, at 6 cents per sq. ft.	30 00	
9 loads sand, at \$1 per load	9 00	
Extra filling, as per agreement	75 00	
		\$1,753 25

Paid Sept. 27, 1900		1,753 25
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Replanking "Little Main Wharf." Dundon Bridge and Construction Co., contractors. Date of contract, August 11, 1900.

Contract price—

Furnishing and laying planking and stringers, \$16.05 per 1,000 feet (B. M.).

Work done November 14, 1900—

64,240 feet planking and stringers laid, at \$16.05 per 1,000 feet	\$1,031 05
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Paid Nov. 24, 1900	1,031 05
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Shed on Pier No. 16 (Harrison Street Wharf). Fred Miller, contractor. Date of contract, August 29, 1900.

Contract price		\$6,910 00
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Paid Mar. 23, 1901—Estimate No. 1	\$4,405 12	
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Paid April 29, 1901—Estimate No. 2	777 38	
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Paid June 5, 1901—Estimate No. 3	1,727 50	
		6,910 00

Repairing "Little Mail Dock." Hyde Construction Co., contractors. Date of contract, September 19, 1900.

Contract price—

Furnishing and driving extra standard piles, \$11.40 per pile.

Work done November 7, 1900—

147 piles furnished and driven, at \$11.40 per pile		\$1,675 80
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Paid Nov. 8, 1900	\$1,256 85	
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Paid Dec. 21, 1900	418 95	
		1,675 80

Building an addition to Pier No. 20 (Steuart Street Wharf) and repiling and repairing the present pier. City Street Improvement Co., contractors. Date of contract, September 20, 1900.

Contract price—Addition to pier	\$12,998 00	
Contract price—Repiling and repairing present pier—		
Furnishing and driving piles under shed, \$10.59 per pile.		
Furnishing and driving piles outside shed, \$9.93 per pile.		
Furnishing and fastening lumber, \$20 per 1,000 feet (B. M.).		
Work done April 30, 1901—		
Addition to pier	\$12,998 00	
241 piles driven under present shed, at \$10.59 per pile	2,552 19	
111 piles driven outside present shed, at \$9.93 per pile	1,102 23	
201,595 feet lumber laid and fastened, at \$20 per 1,000 feet	403,190	
		\$20,684 32
Paid Dec. 28, 1900—Estimate No. 1	\$4,650 35	
Paid Mar. 14, 1901—Estimate No. 2	4,432 04	
Paid April 25, 1901—Estimate No. 3	3,969 50	
Paid May 4, 1901—Estimate No. 4	2,461 35	
Paid June 5, 1901—Estimate No. 5	5,171 08	
		20,684 32

Steam boiler on pier between Ferry Slips Nos. 3 and 4. Charles C. Moore & Co., contractors. Date of contract, October 10, 1900.

Contract price	\$3,429 00	
Paid Dec. 24, 1900	\$2,571 75	
Paid Jan. 29, 1901	857 25	
		3,429 00

Foundation for steam boiler on pier between Ferry Slips Nos. 3 and 4. City Street Improvement Co., contractors. Date of contract, October 10, 1900.

Contract price	\$1,156 13	
Paid Nov. 10, 1900	\$867 10	
Paid Dec. 28, 1900	289 03	
		1,156 13

Market building, net-house, etc., at Fishermen's Wharf. Newsom & McNeil, contractors. Date of contract, October 17, 1900.

Contract price	\$2,963 00	
Paid Nov. 22, 1900—Estimate No. 1	\$1,111 12	
Paid Dec. 13, 1900—Estimate No. 2	1,111 13	
Paid Jan. 17, 1901—Estimate No. 3	740 75	
		2,963 00

Creosoting piles for addition to Pier No. 20 (Steuart Street Wharf).
San Francisco Timber Preserving Co., contractors. Date of contract,
October 31, 1900.

Contract price: Creosoting 670 (more or less) piles—

12-inch piles, 27 cents per lineal foot.

14-inch piles, 30 cents per lineal foot.

16-inch piles, 35 cents per lineal foot.

Work done February 16, 1901—

570 piles, 29,642 feet, creosoted, at 27 cents per lineal foot.....	\$8,003 34	
119 piles, 6,532 feet, creosoted, at 30 cents per lineal foot.....	1,959 60	
27 piles, 1,562 feet, creosoted, at 35 cents per lineal foot.....	546 70	
		\$10,509 64
Paid Mar. 15, 1901—Estimate No. 1.....	\$7,882 23	
Paid Apr. 25, 1901—Estimate No. 2.....	2,627 41	
		10,509 64

Repiling and repairing Berry Street Wharf. Hyde Construction Co.,
contractors. Date of contract, November 14, 1900.

Contract price—

Furnishing, driving, and fastening piles, \$8.55 per pile.

Furnishing and fastening new lumber, \$19.50 per 1,000 feet (B. M.).

Relaying and fastening old lumber, \$3 per 1,000 feet (B. M.).

Pulling under and bolting old standard piles, \$1 per pile.

Work done May 21, 1901—

396 piles furnished and fastened, at \$8.55 per pile..	\$3,385 80	
312,200 feet new lumber laid, at \$19.50 per 1,000 feet..	6,087 90	
27,350 feet old lumber relaid, at \$3 per 1,000 feet....	82 05	
70 old standard piles pulled under and bolted, at \$1 per pile.....	70 00	
		\$9,625 75
Paid Feb. 8, 1901—Estimate No. 1.....	\$2,863 13	
Paid May 24, 1901—Estimate No. 2.....	4,356 18	
Paid July 5, 1901—Estimate No. 3.....	2,406 44	
		9,625 75

Repairing south arm Second Street freight ferry slip. Hyde Construction Co., contractors. Date of contract, November 14, 1900.

Contract price—

Furnishing, driving, and fastening new piles, \$11.15 per pile.

Removing, driving, and fastening old piles, \$5 per pile.

Furnishing and laying new lumber, \$20 per 1,000 feet (B. M.).

Work done December 26, 1900—

108 new piles furnished and fastened, at \$11.15 per pile.....	\$1,204 20	
5 old piles driven and fastened, at \$5 per pile....	25 00	
53,825 feet new lumber furnished and laid, at \$20 per 1,000 feet.....	1,076 50	
53 old piles pulled, at \$2.50 per pile.....	132 50	
12 old piles pulled under and bolted, at \$1 per pile..	12 00	
Repairing approach to slip, 2½ days (scow and crew)	60 00	
		\$2,510 20
Paid Dec. 29, 1900.....	\$1,882 65	
Paid Feb. 6, 1901.....	627 55	
		2,510 20

Repairing dolphin between Ferry Slips Nos. 4 and 5. Atlantic, Gulf, and Pacific Co., contractors. Date of contract, November 21, 1900.

Contract price—

Driving, fitting, and fastening new piles, \$20 per pile.

Driving, fitting, and fastening old piles, \$10 per pile.

Furnishing, fitting, and fastening new lumber, \$49 per 1,000 feet (B. M.).

Work done November 29, 1900—

4 new piles furnished and driven, at \$20 per pile... \$80 00

8 old piles fitted and driven, at \$10 per pile..... 80 00

1,496 feet lumber furnished and fastened, at \$49 per

1,000 feet..... 73 30

\$233 30

Paid November 30, 1900..... 233 30

Constructing a shed, office building, etc., on Pier No. 20 (Steuart Street Wharf). Newsom & McNeil, contractors. Date of contract, December 19, 1900.

Contract price.....	\$15,372 00	
Addition to contract.....	1,098 50	\$16,470 50
Deductions from contract, office.....	\$733 50	
Deductions from contract, gates.....	230 00	
		963 50

Total amount of contract..... \$15,507 00

Paid April 26, 1901—Estimate No. 1..... \$5,764 50

Paid May 9, 1901—Estimate No. 2..... 4,035 15

Paid June 5, 1901—Estimate No. 3..... 1,589 73

Paid July 5, 1901—Estimate No. 4..... 4,117 62

15,507 00

Erecting a shed on Seawall Lot No. 5. Newsom & McNeil, contractors. Date of contract, January 3, 1901.

Contract price.....		\$5,850 00
Paid March 22, 1901—Estimate No. 1.....	\$3,071 25	
Paid April 6, 1901—Estimate No. 2.....	1,316 25	
Paid May 9, 1901—Estimate No. 3.....	1,462 50	
		5,850 00

Treating piles for Car Ferry Slips Nos. 1 and 2. H. R. Rood & Co., contractors. Date of contract, January 2, 1901.

Contract price—Treating 491 piles, 40 cents per lineal foot of pile treated.

Work done April 30, 1901—

396 piles treated (13,904 feet), at 40 cents per lineal

foot..... \$5,561 60

Paid Mar. 14, 1901—Estimate No. 1..... \$1,285 20

Paid April 30, 1901—Estimate No. 2..... 1,803 00

Paid May 4, 1901—Estimate No. 3..... 1,083 00

Paid June 5, 1901—Estimate No. 4..... 1,390 40

5,561 60

Treating piles for Car Ferry Slips Nos. 1 and 2. Paraffine Paint Co., contractors. Date of contract, January 3, 1901.

Contract price—Treating 491 piles, 32½ cents per lineal foot of pile treated.

Work done June 10, 1901—

402 piles treated (11,916 feet), at 32½ cents per lineal foot		\$3,872 70
Paid June 12, 1901—Estimate No. 1	\$2,904 52	
Paid July 24, 1901—Estimate No. 2	968 18	
		<u>3,872 70</u>

Creosoting piles for Car Ferry Slips Nos. 1 and 2. San Francisco Timber Preserving Co., contractors. Date of contract, January 3, 1901.

Contract price—Creosoting 1,085 piles with 10 lbs. of creosote injected:

12-inch piles, 27 cents per lineal foot of pile injected.

13-inch piles, 30 cents per lineal foot of pile injected.

14-inch piles, 33 cents per lineal foot of pile injected.

15-inch piles, 36 cents per lineal foot of pile injected.

16-inch piles, 41 cents per lineal foot of pile injected.

Work done to August, 1901—1,056 piles (66,867 feet) creosoted, at 27 to 41 cents per lineal foot..... \$22,550 02

Paid June 12, 1901	\$7,217 32	
Paid July 5, 1901	4,414 91	
Paid July 24, 1901	3,877 42	
Paid Aug. 31, 1901	7,040 37	
		<u>22,550 02</u>

Erecting a shed on dolphin between Ferry Slips Nos. 5 and 6. New-som & McNeil, contractors. Date of contract, January 23, 1901.

Contract price	\$1,190 00	
Addition to contract.....	57 00	
		<u>\$1,247 00</u>
Paid January 31, 1901.....		1,247 00

Improvements on dolphin between Ferry Slips Nos. 4 and 5. Hannah Bros., contractors. Date of contract, January 30, 1901.

Contract price		\$4,849 00
Paid April 5, 1901—Estimate No. 1	\$3,636 75	
Paid May 9, 1901—Estimate No. 2	1,212 25	
		<u>4,849 00</u>

Removing the present Fishermen's Wharf and Car Ferry Slips. Robert Wakefield, contractor. Date of contract, January 30, 1901.

Contract price—All old material.

Work done according to contract.

Improvements on approach to Pier No. 7. Biller & Qualman, contractors. Date of contract, February 14, 1901.

Contract price.....	\$1,667 00	
Addition to contract	45 00	
		<u>\$1,712 00</u>
Paid April 18, 1901		1,712 00

Additional space for the fishermen. Healy, Tibbitts & Co., contractors. Date of contract, February 14, 1901.

Contract price.....	\$2,383 00
Paid March 28, 1901	2,383 00

Alteration of the roundhouse. Val Franz, contractor. Date of contract, February 20, 1901.

Contract price.....	\$1,680 00
Addition to contract	428 00
Paid April 11, 1901.....	\$2,108 00
	2,108 00

Paving portions of East Street at foot of Vallejo Street. Flinn & Treacy, contractors. Date of contract, February 27, 1901.

Contract price—	
17½ cents per square foot for paving with basalt blocks.	
\$95 for cesspool, complete.	
Work done April 30, 1901—	
28,227 square feet paved, at 17½ cents per square	
foot.....	\$4,869 16
1 cesspool and sewer	95 00
2 extra cesspools, at \$20 each	40 00
2 days' work teaming (removing curb), at \$5 per	
day.....	10 00
Paid May 4, 1901.....	\$3,760 62
Paid July 5, 1901	1,253 54
	\$5,014 16
	5,014 16

Repiling and repairing Pier No. 27 (Lombard Street Wharf). Hyde Construction Co., contractors. Date of letter of agreement, January 10, 1901.

Work done March 5, 1901—	
59 piles pulled, redriven, and fastened, at \$6.50 per	
pile.....	\$383 50
30 piles furnished, driven, and fastened, at \$11 per	
pile.....	330 00
1,504 feet lumber furnished and placed, at \$10 per	
1,000 feet.....	15 04
2,880 feet lumber furnished and placed, at \$15 per	
1,000 feet.....	43 20
3,164 feet lumber placed, at \$4 per 1,000 feet.....	12 66
2,360 feet lumber furnished and placed, at \$30 per	
1,000 feet.....	70 80
13,627 feet lumber furnished and placed, at \$20 per	
1,000 feet.....	272 54
1 extra day's work of full crew preparing wharf for	
arrival of steamers, at \$25 per day.....	25 00
1 extra day's work furnishing 366 feet of caps, and	
splicing same, at \$25 per day.....	25 00
	\$1,177 74
Paid March 14, 1901.....	1,177 74

Creosoting piles for repiling and repairing Pier No. 14 (Folsom Street Wharf No. 2). San Francisco Timber Preserving Co., contractors. Date of letter of agreement, January 10, 1901.

Contract price—

12 and 13 inch piles, 27 cents per lineal foot of pile creosoted.
 14 and 15 inch piles, 30 cents per lineal foot of pile creosoted.
 16 and 17 inch piles, 35 cents per lineal foot of pile creosoted.
 18 and 19 inch piles, 42 cents per lineal foot of pile creosoted.

Work done February 16, 1901—

23 piles, 1,579 feet, creosoted, at 27 cents per lineal foot.....	\$426 33	
48 piles, 3,691 feet, creosoted, at 30 cents per lineal foot.....	1,107 30	
30 piles, 2,422 feet, creosoted, at 35 cents per lineal foot.....	847 70	
15 piles, 1,335 feet, creosoted, at 42 cents per lineal foot.....	560 70	
		\$2,942 03
Paid March 15, 1901.....		2,942 03

Repairing bulkhead at Section 3 of seawall. Robert Wakefield, contractor. Date of letter of agreement, February 18, 1901.

Work done March 7, 1901—

Furnishing, fitting, and fastening 5,184 feet (B. M.) caps, at \$30 per 1,000 feet.....	\$155 52	
Furnishing, fitting, and fastening 2,412 feet (B. M.) stringers, at \$26 per 1,000 feet.....	62 71	
Furnishing, laying, and fastening 13,440 feet (B. M.) planking, at \$20 per 1,000 feet.....	268 80	
Relaying 11,766 feet (B. M.) old lumber, at \$5 per 1,000 feet.....	58 83	
		\$545 86
Paid March 14, 1901.....		545 86

Repairs to Pier No. 4 (Mission Street Wharf No. 2) and south side Car Ferry Slips (near Lombard Street). Hyde Construction Co., contractors. Date of letter of agreement, March 4, 1901.

Work done March 27, 1901—

On Pier No. 4:

Furnishing and driving 7 cluster piles, at \$17 per pile.....	\$119 00
Furnishing and driving 21 fender piles, at \$14 per pile.....	294 00

On south arm of car ferry slip:

Furnishing and driving 45 cluster piles, at \$17 per pile.....	765 00
Furnishing and fastening 4,592 feet of ribbing, at \$40 per 1,000 feet.....	183 68
Pulling 6 stumps (old piles), at \$2 per pile.....	12 00

	\$1,373 68
Paid April 8, 1901.....	1,373 68

Repairing Main Street Wharf. Hyde Construction Co., contractors.
Date of letter of agreement, March 13, 1901.

Work done, March 26, 1901—

Furnishing, driving, and fastening 40 fender and spring piles, at \$14.75 per pile.....	\$590 00
Paid April 8, 1901.	590 00

Repiling and repairing Pier No. 51 (Powell Street Wharf) and Section
A, seawall. City Street Improvement Co., contractors. Date of con-
tract, April 3, 1901.

Contract price—

Furnishing and driving piles, \$11.40 per pile.

Furnishing and fastening lumber, \$18 per 1,000 feet (B. M.).

Work done July 2, 1901—

151 piles furnished and driven, at \$11.40 per pile....	\$1,721 40	
265,900 feet lumber furnished and fastened, at \$18 per 1,000 feet	4,786 20	
10 standard piles fastened, at \$1.50 per pile.....	15 00	
1 split cap strapped and bolted, at \$1.50 per cap....	1 50	
1,680 feet of lumber relaid, at \$5 per 1,000 feet.....	8 40	
1 iron ladder placed and fastened, at \$2.....	2 00	
2 mooring piles fastened, at \$1.50 per pile.....	3 00	
		\$6,537 50
Paid July 5, 1901.....	\$4,903 13	
Paid August 9, 1901	1,634 37	
		6,537 50

Fitting up office in ferry building for Howard C. Holmes. Val
Franz, contractor. Date of letter of agreement, February 19, 1901.

Contract price.....	\$200 00	
Extra work.....	19 00	
		\$219 00
Paid April 11, 1901		219 00

Three new doors, and inclosing part of north side of Pier No. 10
(Howard Street Wharf No. 3). Val Franz, contractor. Date of letter
of agreement, February 19, 1901.

Contract price.....	\$749 00
Paid, April 11, 1901.....	749 00

Platform, two offices, toilet room, and partition walls on dolphin
between Ferry Slips Nos. 4 and 5. Hannah Bros., contractors. Date of
contract, March 16, 1901.

Contract price.....	\$1,350 00
Paid April 12, 1901.....	1,350 00

Paving portions of Francisco, Montgomery, and East streets and Seawall lots Nos. 4, 5, and 6. James H. O'Brien, contractor. Date of letter of agreement, January 3, 1901.

Contract price—

Paving with cobbles, $3\frac{1}{2}$ cents per square foot.

6-inch sewer pipe, 38 cents per lineal foot.

8-inch sewer pipe, 42 cents per lineal foot.

10-inch sewer pipe, 60 cents per lineal foot.

Cesspools, \$30 each.

Work done April 9, 1901—

66,297 square feet of paving, at $3\frac{1}{2}$ cents per square foot	\$2,320 39	
200 lineal feet of 10-inch sewer pipe, at 60 cents per lineal foot	120 00	
378 lineal feet of 8-inch sewer pipe, at 42 cents per lineal foot	158 76	
60 lineal feet of 6-inch sewer pipe, at 38 cents per lineal foot	22 80	
9 cesspools, at \$30 each	270 00	
		\$2,891 95
Paid Feb. 7, 1901—Estimate No. 1	\$379 73	
Paid Mar. 27, 1901—Estimate No. 2	1,308 94	
Paid April 15, 1901—Estimate No. 3	1,203 28	
		2,891 95

Repiling and repairing bulkhead between Piers Nos. 15 and 17. Hyde Construction Co., contractors. Date of contract, April 24, 1901.

Contract price—

Furnishing and driving piles, \$7.25 per pile.

Furnishing and laying new lumber, \$19.50 per 1,000 feet (B. M.).

Work done June 4, 1901—

97 standard and fender piles, furnished and driven, at \$7.25 per pile	\$703 25	
32,305 feet new lumber, furnished and laid, at \$19.50 per 1,000 feet	629 95	
1,381 feet creosoted piles, furnished and driven, at $14\frac{1}{2}$ cents per lineal foot	200 25	
		\$1,533 45
Paid June 5, 1901		1,533 45

Additions to Piers Nos. 2 and 3 (Mission Street Wharf No. 1 and Washington Street Wharf). Darby Laydon, contractor. Date of contract, April 24, 1901.

Contract price	\$14,980 00	
Extra work, July 16, 1901 (Washington Street Wharf)	710 86	
Extra work, Nov. 30, 1901 (Mission No. 1 Wharf)	842 39	
		\$16,533 25
Paid July 18, 1901	\$710 86	
Paid Aug. 8, 1901	3,745 00	
Paid Dec. 4, 1901	842 39	
Paid Dec. 4, 1901	5,485 81	
Paid Dec. 4, 1901	3,745 00	
Paid Jan. 8, 1902	1,816 94	
Discounts	187 25	
		16,533 25

Pulling old pile stumps at Car Ferry Slip, foot of Second Street. City Street Improvement Co., contractors. Date of letter of agreement, March 11, 1901.

Contract price, \$8 per stump pulled.

Work done March 14, 1901, pulling 10 stumps, at \$8 each..... \$80 00

Paid March 21, 1901 80 00

Painting State tugs ("Gov. Irwin" and "Gov. Markham"). Frank La Faille, contractor. Date of letter of agreement, April 24, 1901.

Contract price..... \$335 00

Addition to contract 6 75

\$341 75

Paid July 5, 1901 341 75

Repairing dolphin between Ferry Slips Nos. 4 and 5 and south arm of No. 7. Hyde Construction Co., contractors. Date of contract, March 28, 1901.

Contract price—

Furnishing and driving new piles, \$21.25 per pile.

Pulling old piles, \$5 per pile.

Redriving old piles, \$3 per pile.

Furnishing and fastening new lumber, \$50 per 1,000 feet (B. M.).

Work done May 8, 1901—

44 piles furnished and driven, at \$21.25 per pile.... \$935 00

48 piles pulled, at \$5 per pile..... 240 00

7,000 feet lumber furnished and fastened, at \$50 per

1,000 feet 350 00

\$1,525 00

Paid May 24, 1901 1,525 00

Building an office in Ferry building. Val Franz, contractor. Date of letter of agreement, April 3, 1901.

Contract price..... \$195 00

Addition to contract 74 00

\$269 00

Paid April 25, 1901 269 00

Repairing southerly section of Section No. 3, Seawall. Robert Wakefield, contractor. Date of contract, February 18, 1901.

Contract price—

Furnishing and fastening caps, \$30 per 1,000 feet (B. M.).

Furnishing and fastening compound stringers, \$26 per 1,000 feet (B. M.).

Furnishing and fastening planking and stringers, \$20 per 1,000 feet (B. M.).

Relaying old planking, \$5 per 1,000 feet (B. M.).

Furnishing and driving 60 piles, \$8 per pile.

Work done May 7, 1901—

10,044 feet caps furnished and fastened, at \$30 per
1,000 feet \$301 32

2,088 feet compound stringers furnished and
fastened, at \$26 per 1,000 feet..... 54 29

70,984 feet planking and stringers furnished and
fastened, at \$20 per 1,000 feet..... 1,419 68

25,514 feet old planking relaid and fastened, at \$5
per 1,000 feet..... 127 57

60 piles driven, furnished, and fastened, at \$8
per pile..... 480 00

\$2,382 86

Paid May 9, 1901 2,382 86

Preserving piles for additions to Piers Nos. 2 and 3. H. R. Rood & Co., contractors. Date of contract, May 8, 1901.

Contract price—40 cents per lineal foot of pile preserved.

Work done August 28, 1901—

14,553 feet of piles preserved, at 40 cents per lineal foot.....	\$5,821 20
Paid Dec. 4, 1901	\$1,164 24
Paid Feb. 28, 1902	1,746 36
Paid May 28, 1902	2,910 60
	5,821 20

Creosoting piles for additions to Piers Nos. 2 and 3. San Francisco Timber Preserving Co, contractors. Date of contract, May 8, 1901.

Contract price—

12-inch piles, 28½ cents per lineal foot of pile creosoted.

13-inch piles, 31½ cents per lineal foot of pile creosoted.

14-inch piles, 34½ cents per lineal foot of pile creosoted.

15-inch piles, 37½ cents per lineal foot of pile creosoted.

16-inch piles, 42½ cents per lineal foot of pile creosoted.

Work done October 25, 1901—

3 13-inch piles, 252 feet, creosoted, at 31½ cents per lineal foot.....	\$79 38
27 14-inch piles, 2,323 feet, creosoted, at 34½ cents per lineal foot.....	801 43
30 15-inch piles, 2,631 feet, creosoted, at 37½ cents per lineal foot.....	986 62
18 16-inch piles, 1,613 feet, creosoted, at 42½ cents per lineal foot.....	685 52
11 17-inch piles, 1,006 feet, creosoted, at 47½ cents per lineal foot.....	477 85
15 18-inch piles, 1,302 feet, creosoted, at 52½ cents per lineal foot.....	683 55
	\$3,714 35
104 9,127 feet. Discount.....	106 78
	\$3,607 57
Paid November 20, 1901.....	3,607 57

Repiling and repairing wharves with scow driver. S. D. LeClair, contractor. Date of contract, May 29, 1901.

Contract price—

Driving and fastening piles, \$3 per pile.

Fitting and fastening lumber, \$5 per 1,000 feet.

Work done June 30, 1901	\$793 58
Work done July 31, 1901.....	669 52
	\$1,463 10
Paid July 5, 1901.....	\$793 58
Paid Aug. 6, 1901	669 52
	1,463 10

Wire gates for waiting rooms in Passenger Depot. West Coast Wire and Iron Works, contractors. Date of letter of agreement, May 6, 1901.

Contract price for three gates	\$159 39
Paid July 5, 1901.....	159 39

Office building at Pier No. 16. Hannah Bros., contractors. Date of letter of agreement, May 27, 1901.

Contract price.....	\$274 00
Paid July 5, 1901.....	274 00

Dredging in scows. Pacific Dredging and Reclamation Co., contractors. Date of contract, May 22, 1901.

Contract price—10½ cents per cubic yard.	
Work done July 1, 1901—	
32,900 cubic yards dredged, at 10½ cents per cubic yard.....	\$3,454 50
Paid June 12, 1901.....	\$1,900 50
Paid Oct. 14, 1901.....	1,554 00
	3,454 50

Repairing Pier No. 1 (Clay Street Wharf). Healy, Tibbitts & Co., contractors. Date of letter of agreement, June 19, 1901.

Contract price.....	\$500 00
Paid July 5, 1901.....	500 00

Repiling and repairing wharves along Bryant Street, between Main and Beale Streets. City Street Improvement Co., contractors. Date of contract, June 19, 1901.

Contract price—	
Furnishing and driving piles, \$11.40 per pile.	
Furnishing and fastening lumber, \$19.30 per 1,000 feet (B. M.).	
Work done December 18, 1901—	
293 piles furnished and driven, at \$11.40 per pile....	\$3,340 20
184,445 feet lumber furnished and laid, at \$19.30 per	
1,000 feet	3,559 79
7 extra cluster piles, at \$20 per pile.....	140 00
	\$7,039 99
Paid Nov. 2, 1901—Estimate No. 1.....	\$1,943 85
Paid Dec. 18, 1901—Estimate No. 2.....	3,336 14
Paid Jan. 22, 1902—Estimate No. 3.....	1,760 00
	7,039 99

Office and storehouse on dolphin between Ferry Slips Nos. 2 and 3. Hannah Bros., contractors. Dates of informal bids:

April 15, 1901.....	\$384 00
June 22, 1901.....	130 00
Nov. 22, 1901.....	250 00
	\$764 00
Paid Dec. 11, 1901.....	764 00

Gates on Pier No. 20 (Steuart Street Wharf). James Young, contractor. Date of contract, June 19, 1901.

Contract price.....	\$605 00
Paid Sept. 13, 1901.....	605 00

Repiling and repairing the following wharves, viz., Mission Nos. 1 and 2, Howard Nos. 1 and 2, Harrison, Spear, and Main Street wharves. Hyde Construction Co., contractors. Date of contract, July 3, 1901.

Contract price—

Furnishing and fastening new piles, \$15 per pile.

Furnishing and fastening new lumber, \$22 per 1,000 feet.

Amount of work November 5, 1901—

119 piles furnished and fastened, at \$15 per pile..... \$1,785 00

34 piles rebolted, at \$1.50 per pile 51 00

28 piles pulled, at \$3 per pile 84 00

19 piles redriven, at \$3 per pile 57 00

25,122 feet lumber furnished and fastened, at \$22

per 1,000 feet..... 552 68

\$2,529 68

Paid March 7, 1902..... 2,529 68

Repiling and repairing bulkheads between Piers Nos. 9 and 11. Hyde Construction Co., contractors. Date of contract, July 3, 1901.

Contract price—

Furnishing and driving piles, \$10 per pile.

Furnishing and laying lumber, \$20 per 1,000 feet.

Work done January 8, 1902—

132 piles furnished and driven, at \$10 per pile..... \$1,320 00

76,000 feet lumber furnished and laid, at \$20 per

1,000 feet..... 1,520 00

Additional work done, as per agreement—

26,862 feet lumber furnished and laid, at \$20 per 1,000

feet 537 24

6,024 feet lumber (redwood) furnished and laid, at

\$28 per 1,000 feet..... 168 67

205 feet (lineal) piling creosoted, at 15 cents per

lineal foot 32 25

Moving scale house..... 20 00

\$3,598 16

Paid January 8, 1902..... \$2,840 00

Paid January 8, 1902..... 758 16

3,598 16

Addition to "Little Main Wharf." Atchison, Topeka & Santa Fé Railway Co., contractors. Date of contract, September 4, 1901.

Contract price..... \$4,500 00

Lease executed, in payment for the work, for a term of five years,
to the Atchison, Topeka & Santa Fé Railway Co.

Water tank for State Dredger No. 2. Hay & Wright, contractors. Date of contract, September 11, 1901.

Contract price..... \$1,295 00

Paid October 4, 1901..... 1,295 00

For repiling and repairing wharves with a scow driver. S. D. LeClair, contractor. Date of contract, October 23, 1901.

Contract price—

Fastening and fitting lumber, \$6 per 1,000 feet.

Driving and fastening piles, \$3.50 per pile.

Refastening old piles, \$1 per pile.

Holding-up posts under sheds, \$3 per post.

Paid Dec. 4, 1901—Work done November, 1901.....	\$916 51	
Paid Jan. 10, 1902—Work done December, 1901.....	938 16	
Paid Feb. 6, 1902—Work done January, 1902.....	943 51	
Paid Mar. 7, 1902—Work done February, 1902.....	945 24	
Paid April 5, 1902—Work done March, 1902.....	954 55	
Paid May 9, 1902—Work done April, 1902.....	1,251 01	
Paid June 5, 1902—Work done May, 1902.....	1,247 90	
		<u>\$7,196 88</u>

Repiling and repairing Main Street Wharf. Hyde Construction Co., contractors. Date of special agreement, October 28, 1901.

Contract price—

Furnishing and driving piles, \$15 per pile.

Furnishing and laying lumber, \$22 per 1,000 feet.

Work done November 5, 1901—

92 piles furnished and driven, at \$15 per pile..... \$1,380 00

3,064 feet lumber furnished and laid, at \$22 per 1,000

feet..... 67 41

\$1,447 41

Paid March 7, 1902..... 1,447 41

Constructing sheds over aprons at Car Ferry Slips Nos. 1 and 2. Fred Miller, contractor. Date of contract, November 7, 1901.

Contract price.....	\$3,136 00	
Addition to contract.....	19 00	
		<u>\$3,155 00</u>
Paid Jan. 4, 1902.....	\$2,366 25	
Paid Feb. 5, 1902.....	788 75	
		<u>3,155 00</u>

Repiling and repairing Pier No. 17 (Union Street Wharf). Dundon Bridge and Construction Co., contractors. Date of contract, November 13, 1901.

Contract price—

Furnishing and driving piles, \$15.25 per pile.

Furnishing and laying lumber, \$22.35 per 1,000 feet (B. M.).

Work done April 16, 1902—

392 piles furnished and driven, at \$15.25 per pile.... \$5,978 00

243,687 feet lumber furnished and laid, at \$22.35

per 1,000 feet..... 5,446 40

\$11,424 40

Paid Feb. 12, 1902..... \$5,709 00

Paid April 16, 1902..... 2,859 30

Paid May 21, 1902..... 2,856 10

11,424 40

Addition to shed over Pier No. 2 (Mission Street Wharf No. 1), and over Pier No. 3 (Washington Street Wharf). Chas. C. Horton, contractor. Date of contract, December 11, 1901.

Contract price.....		\$5,893 00
Paid Jan. 29, 1902—Estimate No. 1.....	\$1,325 93	
Paid March 12, 1902—Estimate No. 2	1,767 90	
Paid April 16, 1902—Estimate No. 3.....	1,325 92	
Paid May 21, 1902—Estimate No. 4.....	1,473 25	
		5,893 00

Repairing Pier No. 14 (Folsom Street Wharf No. 2). R. Duns-
muir's Sons Co., contractors. Date of contract, December 11, 1901.

Contract price.....	\$2,430 00
Paid March 5, 1902.....	2,430 00

Repairs to Second Street Wharf, Hay Wharf, Harrison Street Wharf,
and Steuart Street Wharf. Hyde Construction Co., contractors. Date
of letter of agreement, November 20, 1901.

Contract price—

Furnishing and driving fender piles, \$15 per pile.

Furnishing and fastening new lumber, \$22 per 1,000 feet.

Work done December 26, 1901—

Second Street Wharf:

13 fender piles furnished and driven, at \$15 per pile.....	\$195 00	
10 old piles rebolted, at \$1.50 per pile.....	15 00	
7 old piles pulled, at \$5 per pile.....	35 00	
		\$245 00

Hay Wharf:

69 fender piles furnished and driven, at \$15 per pile.....	\$1,035 00	
35 old piles rebolted, at \$1.50 per pile.....	52 50	
3,848 feet lumber furnished and fastened, at \$22 per 1,000 feet	84 66	
		1,172 16

Harrison Street Wharf:

20 brace piles driven and fastened, at \$10 per pile	\$200 00	
8 piles furnished, driven, and fastened, at \$20 per pile.....	160 00	
1 pile rebolted, at \$1.50 per pile.....	1 50	
1 man one half day sawing fender piles, at \$4 per day	2 00	
604 feet lumber furnished and fastened, at \$22 per 1,000 feet.....	13 29	
		376 79

Steuart Street Wharf:

4 piles (3 mooring, 1 fender) furnished and driven, at \$15 per pile.....	\$60 00	
64 feet lumber furnished and fastened, at \$22 per 1,000 feet	2 11	
		62 11

	\$1,856 06
Paid Jan. 4, 1902	1,856 06

Repiling and repairing north side of Pier No. 14 (Folsom Street Wharf No. 2). Healy, Tibbitts & Co., contractors. Date of contract, November 27, 1901.

Contract price—

Furnishing and driving piles, \$18 per pile.

Furnishing and placing lumber, \$16.50 per 1,000 feet.

Work done March 11, 1902—

94 piles furnished and fastened, at \$18 per pile..... \$1,692 00

77,000 feet lumber furnished and fastened, at \$16.50

per 1,000 feet 1,270 50

\$2,962 50

Paid Feb. 27, 1902—Estimate No. 1..... \$1,509 75

Paid Mar. 12, 1902—Estimate No. 2..... 712 13

Paid June 25, 1902—Estimate No. 3..... 740 62

2,962 50

Extra work at Main Street Wharf. Hyde Construction Co., contractors. Date of letter of agreement, October 23, 1901.

Work done—

111 piles furnished and fastened, at \$15 per pile.... \$1,665 00

39,300 feet lumber furnished and fastened, at \$22

per 1,000 feet..... 864 60

\$2,529 60

Paid Dec. 4, 1901..... 2,529 60

Repiling and repairing Fremont Street Wharf. Hyde Construction Co., contractors. Date of contract, July 3, 1901.

Contract price—

Furnishing and driving new piles, \$15 per pile.

Furnishing and laying lumber, \$22 per 1,000 feet.

Work done January 15, 1902—

161 piles furnished and fastened, at \$15 per pile ... \$2,415 00

14,106 feet lumber furnished and placed, at \$22 per

1,000 feet 310 33

\$2,725 33

Paid Jan. 20, 1902..... \$2,044 00

Paid Mar. 5, 1902..... 681 33

2,725 33

Preserving piles for Fremont Street Wharf. H. R. Rood & Co., contractors. Date of contract, January 11, 1902.

Contract price—

40 cents per lineal foot of pile preserved.

Work done January 17, 1902—

75 piles (1,621 feet) preserved, at 40 cents per lineal foot \$648 40

Paid January 22, 1902..... 648 40

Repairing break at Fremont Street Wharf. Hyde Construction Co., contractors. Date of letter of agreement, February 7, 1902.

Contract price—

New piles furnished and driven, \$15 per pile.

New lumber furnished and fastened, \$25 per 1,000 feet.

Old piles driven and fastened, \$5 per pile.

Work done February 19, 1902—

7 piles pulled, at \$2.50 per pile	\$17 50	
8 piles pulled and redriven, at \$5 per pile	40 00	
7 piles furnished and driven, at \$15 per pile	105 00	
5 piles rebolted at \$1.50 per pile	7 50	
1,772 feet (B. M.) lumber furnished and fastened, at \$25 per 1,000 feet	44 30	
Wire rope and staples	7 00	
		\$221 30
Paid February 27, 1902		221 30

Repairing Folsom Street Wharf No. 2. Healy, Tibbitts & Co., contractors. Date of letter of agreement, February 8, 1902.

Work done March 11, 1902—

16 brace piles driven and fastened, at \$10 per pile ..	\$160 00	
24 new piles furnished, driven, and fastened, at \$16.50 per pile	396 00	
15 old piles blocked up and fastened, at \$1.50 per pile	22 50	
41,652 feet new lumber laid and fastened, at \$21 per 1,000 feet	874 69	
20,024 feet old lumber relaid and fastened, at \$5 per 1,000 feet	100 12	
		\$1,553 31
Paid March 12, 1902		1,553 31

Placing double stringers on north side of coal bunkers at Folsom Street Wharf No. 2. R. Dunsmuir's Sons Co., contractors. Date of letter of agreement, February 10, 1902.

Contract price—\$46 per 1,000 feet (B. M.) of lumber used.

Work done, April 1, 1902—

25,512 feet lumber furnished and laid, at \$46 per 1,000 feet	\$1,035 55	
19,528 feet lumber refitted and refastened, at \$6 per 1,000 feet	117 17	
34 cap dogs furnished and fastened, at \$1 each	34 00	
		\$1,186 72
Paid April 2, 1902		1,186 72

Repiling and repairing Fremont Street Wharf. Hyde Construction Co., contractors. Dates of letters of agreement, January 9 and 25, 1902.

Contract price—

Furnishing and driving piles, \$13 per pile.

Furnishing and laying lumber, \$20 per 1,000 feet.

Work done, March 18, 1902—

89 piles furnished and driven, at \$13 per pile	\$1,157 00	
12 piles creosoted and driven, at \$20 per pile	240 00	
80,400 feet lumber furnished and laid, at \$20 per 1,000 feet	1,608 00	
		\$3,005 00
Paid March 19, 1902	\$1,397 00	
Paid March 19, 1902	1,608 00	
		3,005 00

Repairing Washington and Main Street wharves. Hyde Construction Co., contractors. Date of letter of agreement, March 5, 1902.

Work done March 26, 1902—

Washington Street Wharf:

10 spring piles furnished and fastened, at \$15 per pile.....	\$150 00
6 fender piles furnished and fastened, at \$15 per pile.....	90 00
10 standard piles furnished and fastened, at \$15 per pile.....	150 00
2 apron piles furnished and fastened, at \$30 per pile.....	60 00
18 old piles rebolted, at \$1.50 per pile.....	27 00
1,024 feet lumber furnished and fastened, at \$25 per 1,000 feet	25 60

Main Street Wharf:

3 cluster piles furnished and fastened, at \$15 per pile.....	45 00
5 fender piles, extra long, furnished and fastened, at \$17 per pile	85 00
1 standard pile, extra long, furnished and fastened, at \$17 per pile.....	17 00
1 old pile rebolted, at \$1.50 per pile.....	1 50

\$651 10

Paid April 2, 1902 651 10

Repairing Mission Street Wharf No. 1. Hyde Construction Co., contractors. Date of letter of agreement, May 20, 1902.

Work done April 9, 1902—

7 standard piles (furnished by the Board) driven, at \$5 per pile	\$35 00
49 fender piles furnished and fastened, at \$14 per pile.....	686 00
8 old piles rebolted, at \$1.50 per pile.....	12 00
2,448 feet chocks fitted and fastened, at \$30 per 1,000 feet	73 44

\$806 44

Paid April 9, 1902 806 44

Paving Lombard Street, between Sansome and East Streets. City Street Improvement Co., contractors. Date of letter of agreement, December 4, 1901.

Work done March 25, 1902—

6,908 square feet basalt block pavement, at 22½ cents per square foot.....	\$1,554 30
1½ cesspools, at \$40 each.....	66 66
30 lineal feet 10-inch ironstone sewer pipe, at 60 cents per lineal foot.....	18 00
74 lineal feet 6-inch ironstone sewer pipe, at 50 cents per lineal foot.....	37 00
246 lineal feet old curb taken up, graded, and relaid, at 20 cents per lineal foot.....	49 20
1,600 square feet basalt block pavement relaid, at 3½ cents per lineal foot.....	56 00

\$1,781 16

Paid April 2, 1902..... 1,781 16

Repairing approach to Pier No. 17 (Union Street Wharf No. 1). Dundon Bridge and Construction Co., contractors. Date of letter of agreement, March 15, 1902.

Work done April 16, 1902—

19 piles furnished and fastened, at \$11.50 per pile.....	\$218 50	
27,994 feet lumber furnished and fastened, at \$22.35 per 1,000 feet.....	625 67	
		\$844 17
Paid April 16, 1902		844 17

Repairing bulkhead between Piers Nos. 19 and 21. Robert Wakefield, contractor. Date of letter of agreement, April 12, 1902.

Work done April 29, 1902—

24 piles driven and fastened, at \$5 per pile.....	\$120 00	
973 feet piling furnished at 15 cents per foot.....	145 95	
18,185 feet lumber furnished and fastened, at \$22 per 1,000 feet.....	400 07	
3,700 feet compound stringers furnished and fas- tened, at \$30 per 1,000 feet.....	111 00	
		\$777 02
Paid April 30, 1902		777 02

Repairing Pier No. 15 (Green Street Wharf). Dundon Bridge and Construction Co., contractors. Dates of letters of agreement, April 2 and 10, 1902.

Work done May 6, 1902—

76 piles driven and fastened, at \$5.50 per pile.....	\$418 00	
12,570 feet caps, compound stringers, and chocks furnished and fastened, at \$25 per 1,000 feet.....	326 82	
20,730 feet intermediate stringers and planking fur- nished and fastened, at \$22 per 1,000 feet.....	456 06	
		\$1,200 88
Paid May 7, 1902.....		1,200 88

Repairing Pier No. 27 (Lombard Street Wharf). Hyde Construction Co., contractors. Date of letter of agreement, April 1, 1902.

Work done May 6, 1902—

62 piles furnished and driven, at \$16.50 per pile...	\$1,023 00	
30 old piles rebolted, at \$1.50 per pile.....	45 00	
59,616 feet lumber furnished and fastened, at \$22 per 1,000 feet.....	1,311 55	
		\$2,379 55
Paid May 7, 1902.....		2,379 55

Repairing bulkhead in front of Pier No. 25. Robert Wakefield, contractor. Date of letter of agreement, April 12, 1902.

Work done, May 6, 1902—

52 piles, furnished and driven, at \$9.50 per pile.....	\$494 00	
58,932 feet lumber, furnished and fastened, at \$22 per 1,000 feet.....	1,297 60	
Labor removing scale house.....	14 00	
		\$1,805 60
Paid May 7, 1902		1,805 60

Planking driveway on Pier No. 21 (Filbert Street Wharf). Robert Wakefield, contractor. Date of letter of agreement, April 12, 1902.

Work done May 6, 1902—

86,400 feet planking, furnished and laid, at \$21.50	
per 1,000 feet	\$1,857 60
Paid May 7, 1902	1,857 60

Repairing outer end of Pier No. 15 (Green Street Wharf). Dundon Bridge and Construction Co., contractors. Date of letter of agreement, March 15, 1902.

Work done May 13, 1902—

26 piles, furnished and fastened, at \$15.60 per pile..	\$405 60	
900 feet lumber, furnished and fastened, at \$22.35		
per 1,000 feet	20 12	
35 piles, rebolted, at \$1.50 per pile	52 50	
		\$478 22
Paid May 14, 1902		478 22

Repairing Pier No. 27 (Lombard Street Wharf). Hyde Construction Co., contractors. Date of letter of agreement, May 7, 1902.

Work done May 27, 1902—

80 piles, furnished and fastened, at \$16.50 per pile..	\$1,320 00	
29,800 feet lumber, furnished and fastened, at \$22		
per 1,000 feet	655 60	
2 shed posts raised, at \$3 each	6 00	
		\$1,981 60
Paid May 28, 1902		1,981 60

Repiling and repairing a portion of Pier No. 27 (Lombard Street Wharf). Hyde Construction Co., contractors. Date of letter of agreement, May 21, 1902.

Work done June 2, 1902—

65 piles, furnished and fastened, at \$16.50 per pile..	\$1,072 50	
9,904 feet lumber, furnished and fastened, at \$22 per		
1,000 feet	217 89	
2 shed posts raised, at \$3 each	6 00	
		\$1,296 39
Paid June 4, 1902		1,296 39

Repairing Union Street sewer. Flinn & Treacy, contractors. Date of letter of agreement, May 5, 1902.

Work done June 18, 1902—

268 lineal feet of sewer built, at \$4.90 per lineal foot	\$1,313 20
Paid June 18, 1902	1,313 20

EXHIBIT J.

CONSTRUCTION ACCOUNT No. 3.

WORK CONTRACTED FOR SINCE JUNE 30, 1900, BUT NOT YET COMPLETED.

Building Car Ferry Slips Nos. 1 and 2 (north of Pier No. 27). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price	\$72,995 00	
Addition to contract, October 1, 1901.....	506 40	
		\$73,501 40
Paid Mar. 14, 1901	\$3,017 27	
Paid April 4, 1901	3,248 06	
Paid May 9, 1901	3,953 97	
Paid June 12, 1901	2,189 85	
Paid July 24, 1901	2,189 85	
Paid Oct. 12, 1901	506 40	
Paid Oct. 12, 1901	3,643 75	
Paid Oct. 12, 1901	3,597 76	
Paid April 24, 1902	3,649 75	
		25,996 66

Constructing Union Street Wharf No. 2 (Pier No. 19). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price	\$61,789 00	
Addition to contract, October 1, 1901.....	741 12	
		\$62,530 12
Paid April 4, 1901	\$2,227 02	
Paid June 12, 1901	3,053 58	
Paid Oct. 12, 1901	1,747 28	
Paid Oct. 12, 1901	741 12	
Paid Nov. 13, 1901	2,858 36	
Paid Jan. 8, 1902	2,471 56	
Paid April 8, 1902	3,089 45	
		16,188 37

Constructing Filbert Street Wharf (Pier No. 21). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price.....	\$64,893 00	
Addition to contract, March 3, 1902	807 75	
		\$65,700 75
Paid Nov. 28, 1901	\$3,893 58	
Paid Jan. 29, 1902	6,489 30	
Paid Mar. 12, 1902	807 75	
Paid April 16, 1902	2,554 80	
		13,745 43

Constructing Pier No. 23 (Greenwich Street Wharf No. 1). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price.....	\$63,975 00	
Addition to contract, April 29, 1902	706 50	
		\$64,681 50
Paid March 5, 1902.....	\$3,838 50	
Paid May 7, 1902.....	3,838 50	
Paid June 4, 1902.....	2,559 00	
Paid June 4, 1902.....	706 50	
		10,942 50

Constructing Pier No. 25 (Greenwich Street Wharf No. 2). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price	\$63,195 00	
Addition to contract, June 3, 1902	908 55	
		\$64,103 55
Paid June 4, 1902	\$1,895 85	
Paid June 4, 1902	908 55	
Paid June 25, 1902	1,895 85	
		4,700 25

Furnishing cement for Car Ferry Slips Nos. 1 and 2 and Piers Nos. 19, 21, 23, and 25. H. M. Newhall & Co., contractors. Date of contract, June 3, 1901.

Contract price, \$12.32 per ton of 2,000 lbs.

Amount furnished—

Aug. 22, 1901.....214 ³⁴⁸ / ₂₀₀₀ tons.	Paid Oct. 14, 1901.....	\$2,641 70
Nov. 26, 1901.....150 tons.	Paid Nov. 29, 1901.....	1,848 00
Jan. 6, 1902.....212 ¹⁸⁸³ / ₂₀₀₀ tons.	Paid Jan. 8, 1902.....	2,622 08
Jan. 15, 1902.....124 ¹²⁰⁰ / ₂₀₀₀ tons.	Paid Jan. 20, 1902.....	1,535 07
Feb. 10, 1902.....181 ⁷⁷⁰ / ₂₀₀₀ tons.	Paid Feb. 19, 1902.....	2,234 66
Mar. 19, 1902.....100 tons.	Paid April 2, 1902.....	1,232 00
Mar. 31, 1902.....761 ⁸⁸⁸ / ₂₀₀₀ tons.	Paid April 9, 1902.....	947 78
April 9, 1902.....100 tons.	Paid April 16, 1902.....	1,232 00
April 21, 1902.....100 tons.	Paid April 30, 1902.....	1,232 00
May 31, 1902.....100 tons.	Paid June 4, 1902.....	1,232 00
June 9, 1902.....100 tons.	Paid June 18, 1902.....	1,232 00
June 16, 1902.....991 ⁸⁸⁰ / ₂₀₀₀ tons.	Paid June 25, 1902.....	1,229 54
	1,559 ¹⁴¹ / ₂₀₀₀ tons.	\$19,218 83

Repiling and repairing spring lines and clusters at Ferry Slips Nos. 1, 5, 6, and 7. Healy, Tibbitts & Co., contractors. Date of contract, April 24, 1901.

Contract price—

Furnishing, driving, and fastening piles, \$15.50 per pile.

Furnishing and placing new lumber, \$39 per 1,000 feet.

Work done and accepted—

1,104 piles driven and fastened, at \$15.50 per pile...	\$17,112 00	
145,331 feet lumber furnished and fastened, at \$39 per 1,000 feet.....	5,667 90	
		\$22,779 90
Paid July 24, 1901.....	\$1,766 69	
Paid Nov. 20, 1901.....	7,640 52	
Discount	146 00	
Paid Dec. 4, 1901.....	1,766 69	
Paid Jan. 22, 1902.....	1,706 05	
Paid Feb. 12, 1902.....	1,081 74	
Discount	20 66	
Paid, Mar. 4, 1902.....	1,766 70	
Paid April 22, 1902.....	1,706 05	
Paid June 4, 1902.....	1,766 70	
		19,367 80

Treating spring and cluster piles for Ferry Slips Nos. 1, 5, 6, and 7. San Francisco Timber Preserving Co., contractors. Date of contract, April 17, 1901.

Contract price—

- 12-inch piles with 10 lbs. creosote injected, 27 cents per lineal foot.
- 13-inch piles with 10 lbs. creosote injected, 30 cents per lineal foot.
- 14-inch piles with 10 lbs. creosote injected, 33 cents per lineal foot.
- 15-inch piles with 10 lbs. creosote injected, 36 cents per lineal foot.
- 16-inch piles with 10 lbs. creosote injected, 41 cents per lineal foot.

Amount of work accepted, December 10, 1901—

67 piles, 13-inch butts, 4,271 feet, creosoted, at 30 cents per lineal foot	\$1,281 30	
244 piles, 14-inch butts, 15,828 feet, creosoted, at 33 cents per lineal foot	5,223 24	
245 piles, 15-inch butts, 15,815 feet, creosoted, at 36 cents per lineal foot	5,693 40	
96 piles, 16-inch butts, 6,170 feet, creosoted, at 41 cents per lineal foot	2,529 70	
12 piles, 17-inch butts, 777 feet, creosoted, at 46 cents per lineal foot	357 42	
1 pile, 18-inch butt, 63 feet, creosoted, at 51½ cents per lineal foot	33 07	
		\$15,118 13

Paid March 11, 1902..... 3,023 63

Car Ferry Slip at foot of Fourth Street. Atchison, Topeka & Santa Fé Railroad Co., contractors. Date of contract, June 28, 1901.

Contract price..... \$60,000 00

Creosoting piles for repiling and repairing Pier No. 17 (Union Street Wharf). San Francisco Timber Preserving Co., contractors. Date of contract, October 30, 1901.

Contract price—

- 12-inch piles, 10 lbs. creosote injected, 27 cents per lineal foot of pile creosoted.
- 13-inch piles, 10 lbs. creosote injected, 30 cents per lineal foot of pile creosoted.
- 14-inch piles, 10 lbs. creosote injected, 33 cents per lineal foot of pile creosoted.
- 15-inch piles, 10 lbs. creosote injected, 36 cents per lineal foot of pile creosoted.
- 16-inch piles, 10 lbs. creosote injected, 41 cents per lineal foot of pile creosoted.
- 17-inch piles, 10 lbs. creosote injected, 46 cents per lineal foot of pile creosoted.

Work done March 13, 1902—

163 12-inch piles, 10,071 feet, creosoted, at 27 cents per lineal foot	\$2,719 17	
110 13-inch piles, 6,916 feet, creosoted, at 30 cents per lineal foot	2,074 80	
1 14-inch pile, 65 feet, creosoted, at 33 cents per lineal foot	21 45	
3 16-inch piles, 177 feet, creosoted, at 41 cents per lineal foot	72 57	
6 17-inch piles, 361 feet, creosoted, at 47 cents per lineal foot	169 67	
1 18-inch pile, 61 feet, creosoted, at 53 cents per lineal foot	32 33	
		\$5,089 99

Paid June 12, 1902..... 1,696 66

Dredging a part of Channel Street. Atlantic, Gulf, and Pacific Co., contractors. Date of contract, January 11, 1902.

Contract price..... \$13,947 00

Paid February 19, 1902..... 3,486 75

Reconstructing Pier No. 9 (Broadway Wharf No. 1). Hyde Construction Co., contractors. Date of contract, January 14, 1902.

Contract price..... \$73,770 00

Repiling and repairing north side Channel Street Wharf. Healy, Tibbitts & Co., contractors. Date of contract, January 22, 1902.

Contract price—

Furnishing and fastening piles, \$9.50 per pile.

Furnishing materials and labor for splicing piles, \$1.35 per pile.

Furnishing and placing new lumber, \$18 per 1,000 feet (B. M.).

Work done April 2, 1902—

235 piles furnished and fastened, at \$9.50 per pile.. \$2,232 50

5 standard piles and 4 fender piles redriven, at \$6
per pile..... 54 00

35 standard piles spliced, at \$1.35 per pile..... 47 25

66 standard piles sawed off—6 days' work, at \$4 per
day..... 24 00

816 feet extra length of piling, at 15 cents per foot. 122 40

207,650 feet lumber furnished and placed, at \$18 per
1,000 feet..... 3,737 70

Hanging cap and furnishing 3 26-inch bolts..... 5 00

\$6,222 85

Paid April 2, 1902..... 1,555 72

Constructing building on bulkhead between Piers Nos. 9 and 11. Fred Miller, contractor. Date of contract, February 12, 1902.

Contract price..... \$7,387 00

Extra work May 2, 1902..... 32 50

\$7,419 50

Paid Mar. 28, 1902—Estimate No. 1..... \$1,108 05

Paid May 7, 1902—Estimate No. 2..... 738 70

Paid May 7, 1902—Extra work..... 32 50

1,879 25

Constructing a clam-shell dredger. J. H. Bruce, contractor. Date of contract, March 19, 1902.

Contract price..... \$37,400 00

Repairing the Fishermen's breakwater at Section B of Seawall. Coast Construction Co., contractors. Date of contract, April 30, 1902.

Contract price..... \$2,940 00

Repairing the spring fender line at Pier No. 7 (Pacific Street Wharf). Jas. A. McMahon, contractor. Date of contract, April 30, 1902.

Contract price—

Furnishing and driving piles, \$16.50 per pile.

Furnishing and fastening lumber, \$35.30 per 1,000 feet.

Furnishing 43 car springs, \$8.20 per spring.

Repiling and repairing the wharf along Section No. 1 and Section No. 2, Seawall. Darby Laydon, contractor. Date of contract, May 23, 1902.

Contract price—

Furnishing and driving piles, \$7.85 per pile.

Furnishing and fastening lumber, \$18.55 per 1,000 feet.

Repiling and repairing Pier No. 6 (Howard Street Wharf No. 1).
Darby Laydon, contractor. Date of contract, May 23, 1902.

Contract price—

Furnishing and driving piles, \$12 per pile.

Furnishing and fastening lumber, \$18.05 per 1,000 feet.

Electrical wire system on tower of Ferry building. Novelty Sign Co.,
contractors. Date of contract, June 4, 1902.

Contract price..... \$2,878 00

Paid June 18, 1902..... 2,158 50

Dry dock wharves in Central Basin. San Francisco Dry Dock Co.,
contractors. Date of contract, June 4, 1902.

Contract price..... \$79,206 00

Repiling and repairing Pier No. 4 (Mission Street Wharf No. 2).
S. D. Le Clair, contractor. Date of contract, June 11, 1902.

Contract price—

Furnishing and driving piles, \$24.25 per pile.

Furnishing and fastening lumber, \$25.00 per 1,000 feet.

Furnishing and fastening compound stringers, \$34.50 per 1,000 feet.

Dredging at Third and Channel streets, and Sixth and Channel
streets. Pacific Coast Dredging and Reclamation Co., contractors.
Informal bid.

Work done June 11, 1902—

Third and Channel Streets:

120¼ scows of soft mud (200 cu. yds. each),

724,050 cu. yds., at 10 cents per cu. yd..... \$2,405 00

Sixth and Channel Streets:

11 scows of sand and gravel (200 cu. yds. each),

2,200 cu. yds., at 15 cents per cu. yd..... 330 00

\$2,735 00

Paid June 11, 1902..... 2,051 25

Constructing shed on Pier No. 19 (Union Street Wharf No. 2).
Hannah Bros., contractors. Date of contract, December, 16, 1901.

Contract price..... \$12,773 00

Paid Feb. 12, 1902—Estimate No. 1..... \$4,789 88

Paid Apr. 16, 1902—Estimate No. 2..... 2,873 92

Paid May 21, 1902—Estimate No. 3..... 1,915 95

9,579 75

Repairing the spring-line of Second Street Car Ferry Slip. Robert
Wakefield, contractor. Date of letter of agreement, June 18, 1902.

Contract price—

Furnishing and driving spring piles, \$20 per pile.

Furnishing and fastening lumber (ribbing and chocks), \$40 per 1,000 feet
(B. M.).

Repairing bulkhead between Piers Nos. 25 and 27. Robert Wake-
field, contractor. Date of informal bid, April 12, 1902.

Contract price—

Furnishing and driving piles, \$9.50 per pile.

Furnishing and fastening lumber, \$22 per 1,000 feet (B. M.).

EXHIBIT K.

CONSTRUCTION ACCOUNT No. 4.

SEAWALL.

The completed Seawall has cost as follows:

Section.	Length—Feet.	Cost per Lineal Foot.	Total Cost.
Section A, constructed in 1879-80.....	561	\$152 61	\$85,614 53
Section 1, constructed in 1878-79.....	1,000	165 63	165,631 40
Section 2, constructed in 1879-80.....	1,000	167 50	167,504 09
Section 3, constructed in 1879-81.....	1,000	235 50	235,049 51
Section 4, constructed in 1880-82.....	1,000	240 87	240,872 01
Section 5, constructed in 1883-84.....	1,000	169 89	169,893 57
Section 6, constructed in 1885-86.....	800	158 47	126,779 73
Section 7, constructed in 1887-89.....	1,000	109 32	109,327 99
Section 8b, constructed in 1888-90.....	450	248 50	111,629 12
Section B, constructed in 1890-93.....	1,000	114 60	114,601 18
Section 8a, constructed in 1891-93.....	392	219 41	86,008 09
Totals.....	9,203	Av., \$175 26	\$1,612,911 22

EXHIBIT L.

CONSTRUCTION ACCOUNT No. 5.

BELT RAILROAD.

Statement of Cost of Construction and Maintenance.

Fiscal Year Ending—	Construc- tion and Equipment.	Maintenance.		Freight Sheds, Coal Platforms, Paving, etc.	Car Ferry Slips at Section 4, Seawall.	Total.
		Employés.	Fuel, Re- pairs, etc.			
June 30, 1891.....	\$327 61					\$327 61
June 30, 1892.....	74,188 90	\$4,769 31	\$2,349 25	\$24,150 37	\$46,503 31	151,961 14
June 30, 1893.....	4,496 68	8,071 05	3,070 57	72 10		15,710 40
June 30, 1894.....	50 69	9,621 00	4,971 94	222 70	16,183 12	31,049 45
June 30, 1895.....	11,587 38	8,857 95	3,434 31	6,875 62	7,791 88	38,547 14
June 30, 1896.....		10,234 05	4,954 96			15,189 01
June 30, 1897.....		8,507 75	2,914 82			11,422 57
June 30, 1898.....		9,553 75	5,515 38	3,389 50		18,458 63
June 30, 1899.....		20,177 70	5,361 68			25,539 38
June 30, 1900.....		24,682 60	9,841 58	2,952 63		37,476 81
June 30, 1901.....	37,519 31	24,550 55	14,055 88	220 84		76,346 58
June 30, 1902.....	19,314 90	27,329 50	20,092 10	580 26		67,316 76
Totals.....	\$147,485 47	\$156,355 21	\$76,562 47	\$38,464 02	\$70,478 31	\$489,345 48

EXHIBIT L—Continued.

Revenue from Belt Railroad.

Fiscal Year Ending—	Sale of Rails and Trimmings.	Switching Cars.	Freight Sheds and Car Ferry Slips.	Tolls.	Total.
June 30, 1892.....	-----	\$4,580 75	\$8,406 43	\$4,493 17	\$17,480 35
June 30, 1893.....	-----	12,039 00	21,600 00	10,019 51	43,658 51
June 30, 1894.....	-----	10,775 25	21,600 00	8,185 68	40,560 93
June 30, 1895.....	-----	10,118 75	21,600 00	8,972 13	40,690 88
June 30, 1896.....	\$5,934 25	11,730 00	23,100 00	8,060 69	48,824 94
June 30, 1897.....	-----	11,619 25	23,400 00	10,007 05	45,026 30
June 30, 1898.....	-----	13,313 50	23,400 00	11,244 70	47,958 20
June 30, 1899.....	-----	17,090 25	23,400 00	14,110 06	54,600 31
June 30, 1900.....	-----	19,402 25	23,400 00	17,469 02	60,271 27
June 30, 1901.....	-----	27,477 00	22,875 00	19,197 67	69,549 67
June 30, 1902.....	-----	38,992 53	25,080 00	21,604 07	85,676 60
Totals	\$5,934 25	\$177,138 53	\$239,861 43	\$133,363 75	\$554,297 96

EXHIBIT M.

The following is a statement of deferred payment drafts issued to June 30, 1902:

Date Issued.	Due.	Draft No.	Issued to.	Account of.	Amount.
1901 July 24	Oct. 24, '01	1	Robert Wakefield	Construction of car ferry slips 1-2.	\$3,649 75
	Jan. 24, '02	2	" "	" " " " " "	3,649 75
	April 24, '02	3	" "	" " " " " "	3,649 75
	July 24, '02	4	" "	" " " " " "	3,649 75
	Oct. 24, '02	5	" "	" " " " " "	3,649 75
	Jan. 24, '03	6	" "	" " " " " "	3,649 75
	April 24, '03	7	" "	" " " " " "	3,649 75
	July 24, '03	8	" "	" " " " " "	3,649 75
	Oct. 24, '03	9	" "	" " " " " "	3,649 75
	Jan. 24, '04	10	" "	" " " " " "	3,649 75
	April 24, '04	11	" "	" " " " " "	3,649 75
	July 24, '04	12	" "	" " " " " "	3,649 75
	Oct. 24, '04	13	" "	" " " " " "	3,649 75
	Jan. 24, '05	14	" "	" " " " " "	3,649 75
	April 24, '05	15	" "	" " " " " "	3,649 75
	July 24, '05	16	" "	" " " " " "	3,649 75
Aug. 28	Nov. 28, '01	17	H. R. Rood & Co.	Coating piles, Washington St. wharf.	1,164 24
	Feb. 28, '02	18	" " " "	" " " " " "	1,746 36
	May 28, '02	19	" " " "	" " " " " "	4,910 60
Sept. 4	Dec. 4, '01	20	Healy, Tibbitts & Co.	Repairing ferry slip No. 1.	1,766 69
	Mar. 4, '02	21	" " " "	" " " " " "	1,766 70
	June 4, '02	22	" " " "	" " " " " "	1,766 70
	Dec. 4, '01	23	Darby Laydon	Addition to Mission 1 and Washing- ton Street.	3,745 00
Nov. 7	Mar. 7, '02	24	Hyde Construction Co.	Repair'g and repl'g Main St. wharf	1,447 41
	Mar. 7, '02	25	" " " "	Repairing Mission 1, Howard 1-2, Harrison and Spear Sts. wharves.	2,529 68
Dec. 11	Mar. 11, '02	26	S.F. Timber Pres'v'g Co.	Cresosoting piles for slips 1, 5, 6, 7.	3,023 63
	June 11, '02	27	" " " " " "	" " " " " "	4,535 44
	Sept. 11, '02	28	" " " " " "	" " " " " "	7,559 06
Jan. 8	April 8, '02	29	Robert Wakefield	Constructing Pier No. 19.	3,089 45
	July 8, '02	30	" "	" " " " " "	3,089 45
	Oct. 8, '02	31	" "	" " " " " "	3,089 45
	Jan. 8, '03	32	" "	" " " " " "	3,089 45
	April 8, '03	33	" "	" " " " " "	3,089 45
	July 8, '03	34	" "	" " " " " "	3,089 45
	Oct. 8, '03	35	" "	" " " " " "	3,089 45
	Jan. 8, '04	36	" "	" " " " " "	3,089 45
	April 8, '04	37	" "	" " " " " "	3,089 45
	July 8, '04	38	" "	" " " " " "	3,089 45
	Oct. 8, '04	39	" "	" " " " " "	3,089 45
	Jan. 8, '05	40	" "	" " " " " "	3,089 45
	April 8, '05	41	" "	" " " " " "	3,089 45
	July 8, '05	42	" "	" " " " " "	3,089 45
	Oct. 8, '05	43	" "	" " " " " "	3,089 45
	Jan. 8, '06	44	" "	" " " " " "	3,089 45

EXHIBIT M—Continued.

Date Issued.	Due.	Draft No.	Issued to.	Account of.	Amount.
1902					
Jan. 22	April 22, '02	45	Healy, Tibbitts & Co.	Construct'g and repair'g slips 1,5,6,7	\$1,706 05
	July 22, '02	46	" " "	" " " " "	1,706 05
	Oct. 22, '02	47	" " "	" " " " "	1,706 05
Feb. 19	Aug. 19, '02	48	Atlantic, Gulf and Pacific Co.	Dredging Channel street	3,486 75
	Nov. 19, '02	49	Atlantic, Gulf and Pacific Co.	" " "	3,486 75
	Feb. 19, '03	50	Atlantic, Gulf and Pacific Co.	" " "	3,486 75
Mar. 19	June 19, '02	51	S. F. Timber Presv'g Co.	Creosoting piles, Union No. 1 Wharf	1,696 66
	Sept. 19, '02	52	" " "	" " " " "	1,696 66
	Dec. 19, '02	53	" " "	" " " " "	1,696 67
Apr. 2	Oct. 2, '02	54	Healy, Tibbitts & Co.	Repair'g wharf, N. side Channel St.	1,555 71
	Jan. 2, '03	55	" " "	" " " " "	1,555 71
	April 2, '03	56	" " "	" " " " "	1,555 71
Apr. 16	July 16, '02	57	Robert Wakefield	Constructing Pier No. 21	3,234 42
	Oct. 16, '02	58	" " "	" " " " "	3,234 42
	Jan. 16, '03	59	" " "	" " " " "	3,234 42
	Apr. 16, '03	60	" " "	" " " " "	3,234 42
	July 16, '03	61	" " "	" " " " "	3,234 42
	Oct. 16, '03	62	" " "	" " " " "	3,234 42
	Jan. 16, '04	63	" " "	" " " " "	3,234 42
	Apr. 16, '04	64	" " "	" " " " "	3,234 42
	July 16, '04	65	" " "	" " " " "	3,234 42
	Oct. 16, '04	66	" " "	" " " " "	3,234 42
	Jan. 16, '05	67	" " "	" " " " "	3,234 42
	Apr. 16, '05	68	" " "	" " " " "	3,234 42
	July 16, '05	69	" " "	" " " " "	3,234 42
	Oct. 16, '05	70	" " "	" " " " "	3,234 42
	Jan. 16, '06	71	" " "	" " " " "	3,234 42
	Apr. 16, '06	72	" " "	" " " " "	3,234 42
May 7	Nov. 7, '02	73	Fred Miller	Build'g on bulkhead bet. Piers 9-11	1,846 75
	Feb. 7, '03	74	" " "	" " " " "	1,846 75
	May 7, '03	75	" " "	" " " " "	1,846 75
Total amount of drafts issued					\$224,415 20

Deferred payment drafts matured and were paid out of the San Francisco Harbor Improvement Fund, as follows:

Date Issued.	Issued to.	Draft No.	Account of.	Amount.
Nov. 28, 1901	H. R. Rood & Co.	17	Coating piles	\$1,164 24
Dec. 4, 1901	Healy, Tibbitts & Co.	20	Repairing ferry slips	1,766 69
Dec. 4, 1901	Darby Laydon	23	Addition to Washington Street	3,745 00
Feb. 28, 1902	H. R. Rood & Co.	18	Coating piles	1,746 36
Mar. 4, 1902	Healy, Tibbitts & Co.	21	Repairing ferry slips	1,766 70
Mar. 7, 1902	Hyde Construction Co.	24	Repairing Main Street	1,447 41
Mar. 7, 1902	" " "	25	Repairing Mission 1-2, Howard 1-2	2,529 68
Mar. 11, 1902	S. F. Timber Preserving Co.	26	Creosoting piles	3,023 63
Apr. 24, 1902	Robert Wakefield	3	Constructing car ferry slips 1-2	3,649 75
Apr. 8, 1902	" " "	29	Constructing Union Street Wharf	3,089 45
Apr. 22, 1902	Healy, Tibbitts & Co.	45	Repairing slips 1,5,6,7	1,706 05
May 28, 1902	H. R. Rood & Co.	19	Coating piles	2,910 60
June 4, 1902	Healy, Tibbitts & Co.	22	Repairing ferry slips	1,766 70
June 11, 1902	S. F. Timber Preserving Co.	27	Creosoting piles	4,535 44
June 19, 1902	" " "	51	" " "	1,696 66

The following deferred payment drafts were discounted:

Oct. 10, 1901	Robert Wakefield	1	Construction of car ferry slips 1-2	3,649 75
Oct. 10, 1901	" " "	2	" " " " "	3,649 75
				\$43,843 86

Total amount of drafts issued..... \$224,415 20
Deferred payment drafts matured and paid..... 43,843 86

Amount of deferred payment drafts outstanding June 30, 1902..... \$180,571 34

EXHIBIT N.

STATEMENT OF COST OF DREDGING.

Fiscal Year Ending—	Salaries of Employees.	Repairs.	Coal.	Ship Chandlery and Water.	Miscellaneous, including Docking Tugs, Scows.	Total.	No. Yards Dredged.	No. Hours Worked.	Cost per Cubic Yard, Cents.
June 30, 1875	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ³ / ₄	10.76
June 30, 1876	11,982 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2,634	9.15
June 30, 1877	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,474 ¹ / ₂	9.01
June 30, 1878	17,188 80	7,372 48	7,754 86	2,666 37	3,032 55	38,214 40	423,654	3,080	9.02
June 30, 1879	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4,694	7.16
June 30, 1880	27,202 59	8,824 19	11,115 11	4,184 65	318 75	51,645 29	749,011	4,323	6.89
June 30, 1881	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,962 ¹ / ₂	7.02
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639 ¹ / ₂	7.62
June 30, 1883	25,860 01	12,152 06	9,093 05	3,800 58	551 80	51,457 50	635,322	3,776 ¹ / ₂	8.13
June 30, 1884	26,358 00	20,906 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,663 ¹ / ₂	9.45
June 30, 1885	26,896 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652 ¹ / ₂	7.68
June 30, 1886	26,634 65	6,238 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,753 ¹ / ₂	6.87
June 30, 1887	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 ¹ / ₂	12.97
June 30, 1888	27,787 00	10,264 87	11,339 27	4,154 26	537 30	54,082 70	717,600	3,797 ¹ / ₂	7.52
June 30, 1889	27,847 00	21,004 76	9,392 65	3,292 77	887 78	62,434 96	536,800	3,010	11.62
June 30, 1890	27,825 87	10,403 04	9,377 98	3,671 54	310 55	51,588 91	645,300	3,298	7.99
June 30, 1891	28,112 45	8,919 66	10,163 75	3,735 55	2,299 40	53,250 81	569,300	3,206 ¹ / ₂	9.35
June 30, 1892	28,151 00	14,121 49	9,545 08	3,736 01	528 12	56,081 70	522,400	3,568	10.73
June 30, 1893	27,655 72	12,853 62	8,596 79	3,533 20	1,362 00	54,006 33	641,400	3,127	8.44
June 30, 1894	28,350 30	17,505 81	8,931 46	3,099 10	471 00	58,357 67	677,200	3,743 ¹ / ₂	8.75
June 30, 1895	28,516 20	39,226 19	7,959 10	3,683 94	279 00	79,664 43	537,400	2,751	14.823
June 30, 1896	28,493 81	14,132 13	8,713 25	5,208 95	90 88	56,639 02	657,300	3,055	8.617
June 30, 1897	28,515 00	16,519 35	7,118 87	3,411 09	122 00	55,686 31	691,600	3,229	8.051
June 30, 1898	28,910 90	13,611 64	6,986 15	4,550 97	219 15	54,278 81	645,600	2,917	8.407
June 30, 1899	30,967 00	12,490 49	5,874 71	4,589 31	211 40	54,102 91	671,800	2,864	8.053
June 30, 1900	29,319 35	21,239 27	6,808 50	2,985 72	240 95	60,593 79	670,700	2,903	9.034
June 30, 1901	27,720 40	8,332 02	7,603 23	2,480 59	30 00	46,166 24	794,800	3,521 ¹ / ₂	5.808
June 30, 1902	32,012 05	15,679 90	8,256 21	3,329 91	216 80	59,494 87	810,400	3,808	7.341

EXHIBIT O.

REPORT OF ATTORNEY FOR THE BOARD.

SAN FRANCISCO, June 30, 1902.

To the Honorable the Board of State Harbor Commissioners:

GENTLEMEN: I hereby submit a report of the affairs of my office for the period ending June 30, 1902.

The importance of the questions submitted to your attorney and the time required from him in the discharge of the duties of his office make it proper that his salary should be equal at least to that of the Secretary of your Board, and I recommend that the laws be changed to that effect, the increase to commence July 1, 1903.

The business of the Harbor Commission has increased to such an extent as to require the entire time of the President of the Board to properly attend to the duties. The law should be so amended as to prohibit the President of the Board of State Harbor Commissioners from being engaged in any business that will occupy any of his time between the hours of 9 o'clock A. M. and 4 o'clock P. M., and the salary of the office raised accordingly. This requirement is in the Bank Commission law, and while President Kilburn has given all the hours specified above in a faithful discharge of the duties of his office, he has done this without any requirement of law. What he has done from choice others should be compelled to do by law, for it should take all the time of the President of the Board and of its officers to properly consider matters relating to the harbor front.

The Assistant Secretary should also have his salary fixed at \$200 per month.

These salaries are not paid from the tax levy, but directly by the interests benefited, and while much has been said as to the cheapness of other parts, I desire to state that the charges of the Harbor Commissioners are smaller, all things considered, even of those of the boasted port of Seattle, as is proven by appendixes A, B, and C, which explain themselves.

The change in the Harbor Commission laws during the special session of 1900 and the increased duties of your Board thereunder, have thrown on this department more than usual work. These laws have worked well, and under them many costly improvements of a permanent nature have been made.

It is unnecessary to particularize these improvements or the many meetings and consultations necessary before bidders were willing to assume the risks of contracts under the new laws; it is sufficient to

state that the benefits derived from the laws justify the action of our efficient Chief Magistrate, Governor Gage, convening a special session for the purpose of passing the same.

In my department not only have I been called upon for frequent investigations and opinions on nearly every question that could arise under many of the new as well as under the old laws, but to take steps in court, as well as out of court, to protect the rights of the State and your Board.

In chronological order, I give a few of the matters dealt with by this department:

July 5, 1900. Claim of V. Miller for damages; settled January 30, 1901, for \$103.35.

July 19, 1900. Libeled sch. "Alexander" for dockage; claim collected.

During July and August frequent consultations concerning the China Basin lease.

August. During this and the succeeding months, the trouble between the Board and Andrew Wilkie, contractor for the construction of the Postoffice Building, engrossed much time and caused many consultations between the Board, sub-contractors, materialmen, laborers, lawyers, bondsmen, and others. It was finally necessary to advise your Board to take possession of the new building and thus protect all parties.

By September 15th there were verified claims against said Wilkie, filed with this Board, amounting to \$15,875.21.

On April 10, 1901, the Wilkie matter was settled. The Board was not put to extra cost in this difficult matter, which for a long time threatened to lead to interminable litigation.

Eight-Hour Law.—On August 25, 1900, L. & E. Emanuel, incorporated, appeared before the Board regarding its claim as sub-contractors. The same was opposed by organized labor, because of objections growing out of a supposed violation of the State eight-hour law, and the corporation was required to sue in court so that the Board and its members would be protected and the provision of the new Act be interpreted. The attorney for objectors was associated with your attorney in the suit, which resulted in an order of the court to pay the Emanuel claim. This was done.

Holmes Controversy.—A controversy having arisen between your Board and Howard C. Holmes, its efficient engineer, and Carl Uhlig, as to the right of said Board to construct what are known as "cylinder pier wharves," without paying said Holmes & Uhlig royalties under a patent claimed to cover such construction, the matter was referred to a firm of able specialists in patent law, and also to the Attorney-General and Mr. Boone, an able lawyer. Wheaton & Kalloch, the firm referred to, were thereafter retained. They and the Attorney-General reported that the Board had a right to use the method of construction without paying

royalty therefor. In this opinion, your attorney concurred. This matter was of such importance that your Board deemed it essential to have the adjudication of the Federal courts on the same. A suit was commenced by Holmes & Uhlig. On a trial in the lower court, judgment was given the plaintiffs for \$5,000, the amount sued for being \$27,400. From this judgment an appeal is now pending. This is one of the most important cases in which the Board has been involved, and on it will largely depend the methods of wharf construction, with or without royalty.

October 10, 1900. The case of the Paraffine Paint Co. against this Board was dismissed.

Channel Street Controversy.—During January, 1901, controversy arose as to the respective rights of the State and of owners and claimants of land fronting on Channel Street, a navigable stream. After consultation with the owners or claimants and their attorneys, I advised the Board to take full possession of the street, to improve the same, and to charge for vessels using your improvements, whether or not the State owned the land fronting thereon; and in December, 1901, I again advised the Board to prevent private parties from building on disputed ground without permission of the Board. It became necessary to seize private wharf improvements under construction, and to dock vessels of the State not only alongside of the disputed premises, but also in the main channel itself, before litigation could be avoided and the claimants compelled to recognize the rights of the Board. Channel Street has been improved, and at present I know of no existing controversy as to the State's rights therein.

China Basin.—It being deemed necessary to secure legislation to protect the rights of the lessee of the China Basin, and its successors in interest, your attorney was required to draft the requisite bills and present the legal questions involved to committees of the Legislature. Later, a fight being made against the pending lease measures, at the request of the representatives of the railroad company, backed by the request of your Board, I went to Sacramento with members of the Board and Captain Payson, vice-president of the lessee, and assisted in the fight for the passage of these measures. Though this was no part of the duties of my office, I gave much of my time thereto, as the attorneys and officials of the company assured me the bills would otherwise be defeated. I was in constant consultation with Mr. E. S. Pillsbury and Captain Payson, as well as with members of your Board, on this subject until the bills became laws. I also consulted with the Chief Counsel of the road in the State, Captain Sterry, and received suggestions from him as to proper steps to pursue. Since the lease, laws were passed. The lessee company has been fulfilling the conditions of the same. It has also leased other property from the Board and had docks constructed and leased to it.

July 18, 1901. After proceedings duly taken, the seawall lots 14 and 15 were leased for a term of years to the Southern Pacific Company. Later, March 21, 1902, resolutions authorizing said company to remove its railroad tracks therefrom at the termination of its lease were passed on condition. A right or franchise to lay railroad tracks between these lots was secured from the city.

October 2, 1901. Claim of Chalmers for damages was compromised and settled for \$150.

December 4, 1901. Peras's claim for damages was compromised and settled for \$100.

December 4, 1901. Stratton's claim was compromised and settled for \$1,500.

January 22, 1902. Half of William Cronan's claim was paid.

April 23, 1902. Howard Street Wharf No. 2 collapsed, carrying down much value in coal, besides doing considerable damage to State's property. Over this, litigation was expected, and proper steps were promptly taken to protect the Board and State.

Islais Creek.—During the past year, objections of owners of land fronting on Islais Creek, the same being closed, were made to the Board. There is no doubt that the creek should be kept open, even if it is necessary for the Board to tear away obstructions placed therein by others.

I have also been required to advise against the closing of certain streets and to appear before the Board of Supervisors, at your request, to prevent any street leading to the water front being closed.

Several accidents occurring on the Belt Railroad have required my presence before the coroner, or in court, to the end that the interests of the State and Board be protected. The accidents were shown to have been without negligence on part of the Board and to have occurred under circumstances exempting the State from liability.

An action has been commenced recently against a former Board, growing out of occurrences in 1890. I have been instructed to and have appeared therein for said former Board.

Year by year, as the work on the "Front" increases, the truth of my able predecessor's remarks that,

In addition to the above unusual and special matters there have been the ever present legal controversies that unavoidably attend the large and complicated business of protecting and improving the water front of San Francisco, involving, as it does, the construction and preservation of seawalls, piers, wharves, and other structures, the dredging of slips and docks, the collection of tolls, wharfage, and dockage, the letting of many and multifarious contracts, the employment of a large force of employes, and the collection and disbursement of some \$600,000 per annum, become more apparent.

The collections and disbursements have averaged \$800,000 per annum during the past two years.

Respectfully submitted.

JAMES H. BUDD.

EXHIBIT A.

SAN FRANCISCO, 1902.

MY DEAR GOVERNOR: Referring to our conversation of yesterday, inclosed find letters from the Harbor Department of Seattle in reply to my letters of January 4th and 17th, 1899.

These letters of mine you will find in press copybook in office of Harbor Commission.

In 1899, addressed letters to all ports of any consequence in Europe and America, with a view to ascertain existing port charges of all kinds—dockage, tolls, port warden surveys of cargoes, stevedoring, etc.

You will observe from letters inclosed, that in 1899 all the wharves in Seattle, excepting one, were owned by private individuals. *One (1) wharf was owned by the city.* While there is no dockage charge against vessels lying at the wharves at Seattle, there is a toll ranging from 25 to 50 cents per ton on cargo.

Now, say a vessel of 2,000 tons net measurement, loaded with 2,000 tons of cargo, arrives in San Francisco, and is assigned to a wharf. She should at least get cargo unloaded in ten days.

San Francisco rates would then be—

10 days, at \$17.50.....	\$175 00
Toll on 2,000-ton cargo at 5 cents per ton.....	100 00
Total.....	\$275 00

Seattle rates would be—

No charge for dockage.	
2,000 tons cargo, at 25 cents per ton	500 00
In favor of San Francisco.....	\$225 00

In figuring the Seattle charge you will notice that I have taken the lowest toll rate on cargo, viz., 25 cents. From letters inclosed, you will notice that it runs up to 50 cents per ton.

Please return me the letters from the Harbor Department of Seattle.

As I am to leave the city to-night, and as you seemed anxious to obtain information on the subject, immediately—hence this letter.

Very sincerely yours,

P. J. HARNEY.

Forgot to make a comparison on a ship taking in cargo.

In San Francisco a ship loading is charged a dockage rate of one half discharging rate.

Now, take a vessel of 2,000 tons net measurement. Say she takes fifteen days to load her cargo in San Francisco—then the figures will be:

15 days, at \$8.75 per day.....	\$131 25
Toll on 2,000 tons, at 5 cents.....	100 00
	\$231.25

In Seattle it would be:

On vessel for dockage, <i>nothing</i> .	
On 2,000-ton cargo, at minimum rate of 25 cents per ton.. ..	\$500 00
In favor of San Francisco	\$268 75

EXHIBIT B.

SEATTLE, WASHINGTON, January 20, 1899.

MR. P. J. HARNEY, *State Harbor Commissioner, San Francisco, Cal.*:

DEAR SIR: Your favor of 17th inst. was duly received, and in reply would say: The city of Seattle owns one wharf, one slip or gridiron, and one wharf used exclusively as a berth for the fireboat. These are a continuation of streets Spring, Madison, and Washington. The city has control of same. All other wharves are owned by private individuals or companies. It is the rule to charge wharfage on all cargoes at these private wharves, loading and unloading, the rates being higher than those provided for by city ordinance. Any other information I can give you I shall be pleased to be at your service. Will you kindly send me the Harbor Rules and Regulations for the port of San Francisco?

Very respectfully,

N. L. ROGERS.

EXHIBIT C.

SEATTLE, WASHINGTON, January 14, 1899.

MR. P. J. HARNEY, *State Harbor Commissioner, San Francisco, Cal.*:

DEAR SIR: Your favor of 4th inst. was duly received by Mayor T. J. Humes and he has referred the same to me to furnish the information you desire. The office of Port Warden includes that of Harbormaster also. He is appointed by the Mayor and confirmed by the City Council for the term of two years, at a salary of nine hundred (900) dollars per year and no fees. There are no port charges on vessels in the port of Seattle. The wharves are owned by private individuals, with the exception of one, which is owned by the city; consequently there are no fixed rates for wharfage, tolls, etc. The general custom, however, has been that vessels while at a wharf discharging or loading cargo are not required to pay anything; the wharfage derived from said cargo realizing from 25 to 50 cents per ton. Vessels otherwise lying at a wharf are charged from \$1 to \$10 per day, according to circumstances and their tonnage. We have no fixed rates for surveying the cargo of ships; it all depends on the amount of work and time expended on the survey, and it is discretionary with the Port Warden what the fees shall be. So far, the fees on vessels or cargoes we have surveyed have not been over twenty (20) dollars for any one. There are no pilot fees in or out of this harbor, nor is there any need of a pilot. The stevedoring charges, so I am informed, are about the same as in the port of San Francisco. I send you copy of Harbor Rules and Regulations for the port of Seattle.

Yours very respectfully,

N. L. ROGERS,

Port Warden, Seattle, Wash.

EXHIBIT P.

REPORT OF EXPERT ACCOUNTANT.

632 MARKET STREET, ROOM 23, }
 SAN FRANCISCO, August 27, 1902. }

To the Honorable Board of State Harbor Commissioners, San Francisco:

GENTLEMEN: On the first day of July, I balanced the cash account of the State Harbor Commissioners, subsequently examining the books and accounts of the department for the quarter ending June 30, 1902.

This, with previous examinations, covers the two years commencing July 1, 1900, and ending June 30, 1902.

Here following I beg to submit a statement of the condition of each account as it stood on June 30, 1902:

CASH ACCOUNT.

Receipts for the month of June.....	\$119,769 87	
Credit tolls for the month of June	252 49	
		\$120,022 36
Disbursements for the month of June.....		63,552 84
Balance		\$56,469 52

Accounted for as follows:

Balance at Crocker-Woolworth National Bank.....	\$53,892 28	
Coin and checks in the safe	1,921 64	
Bills paid, not entered up.....	655 60	
		\$56,469 52

By special permission I verified the bank balance with the book-keeper of that institution.

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

By the courtesy of State Controller E. P. Colgan, I am enabled to reconcile the balance standing to the credit of this account with his books.

Balance, as per Harbor Commissioners' books.....	\$70,099 21	
Add amount of fifteen drafts outstanding and unpaid.....	4,768 86	
Difference long standing	04	
		\$74,868 11
Balance, as per State Controller's books	\$15,209 63	
Add remittance to close June accounts, since acknowledged by him.....	59,658 48	
		74,868 11

SAN FRANCISCO DEPOT SINKING FUND.

Per favor of State Treasurer Truman Reeves, I am in receipt of a statement of this account of which the subjoined is a synopsis:

STATE TREASURER.

Dr.

1900, July 1—To balance reported in last Biennial Report uninvested	\$22,399 68
1901, June 30—To interest on \$210,000 U. S. bonds, 1 year at 4 per cent	8,400 00
1902, June 30—To interest on same	8,400 00
To interest on \$50,000, $\frac{1}{2}$ year at 4 per cent	500 00
To transfers from the S. F. Harbor Improvement Fund, as per Act of the Legislature, 24 months at \$4,631	111,144 00
	<u>\$150,843 68</u>

Cr.

1902, Feb. 21—By purchase of U. S. 4 per cent bonds of 1925	\$50,000 00
By premium on same, at $139\frac{1}{2}$	19,750 00
By exchange, at \$2 per 1,000	140 00
1902, June 30—By interest on \$600,000 S. F. Depot Sinking Fund bonds, 2 years at 4 per cent	48,000 00
	<u>\$117,890 00</u>
Balance in the hands of the State Treasurer	\$32,953 68

Condition of the fund, June 30, 1902—

U. S. 4 per cent bonds held by State Treasurer, at par value	\$260,000 00
Cash balance uninvested	32,953 68
Total in the fund at par value	<u>\$292,953 68</u>

I would explain that the care of this fund is entirely in the hands of the Sacramento officials, the monthly transfer of \$4,631, laid down by law, being the only thing in which the Harbor Commissioners have a part.

To report the accounting correct when speaking of the Secretary's office work is perhaps meager praise for accounts that evince in all respects competent care.

The several financial statements included in the biennial report have also had my careful attention and are in perfect accordance with the books and accounts of the department.

REMARKS.

The new departure of paying for construction with time drafts, in which are included five per cent per annum for deferred payment, and containing a provision that redemption before maturity may at any time be made at a like discount, seems to work very well. Though anticipating income may be bad as a general rule, this case I consider

an exception, for the public needs run faster than the receipts will warrant. However, wharf building and other construction is gradually assuming a more permanent nature, and the time will come when original construction will have arrived at somewhat of a stopping point, necessitating only the maintenance of old structures. The gradual payment of large undertakings by this means enables the Commissioners to meet the immediate demands of rapidly increasing commerce, which otherwise would be hampered for indefinite periods, to the detriment of our city's progress.

Compare this system with the \$600,000 bond issue for the Depot Fund. In that case the sinking fund has to be invested in United States 4 per cent bonds, at a premium on last purchase of $39\frac{1}{2}$ per cent, because the framers of the act authorizing the issue made no provision for redeeming the bonds earlier than the allotted twenty years, whereas they could be purchased at about 10 per cent premium or under.

This omission has cost the State thus far on \$260,000 over 20 per cent, or say \$52,000.

The financial outcome for the two years under consideration must be most satisfactory to you, as the following figures will show:

Total receipts for two years ending June 30, 1902.....	\$1,598,180 46
Total for two years ending June 30, 1900.....	1,325,489 03
Total increase.....	<u>\$272,691 43</u>

The accounting contains payrolls for only twenty-three months, and taking that into consideration, the expenditure will exceed that of the preceding two years by about \$15,000, as against the great gain above shown.

Congratulating you on the marked increase of facilities to meet the trade of this port, I am, gentlemen,

Yours faithfully,

JULIAN B. HARRIES,
Certified Public Accountant.

